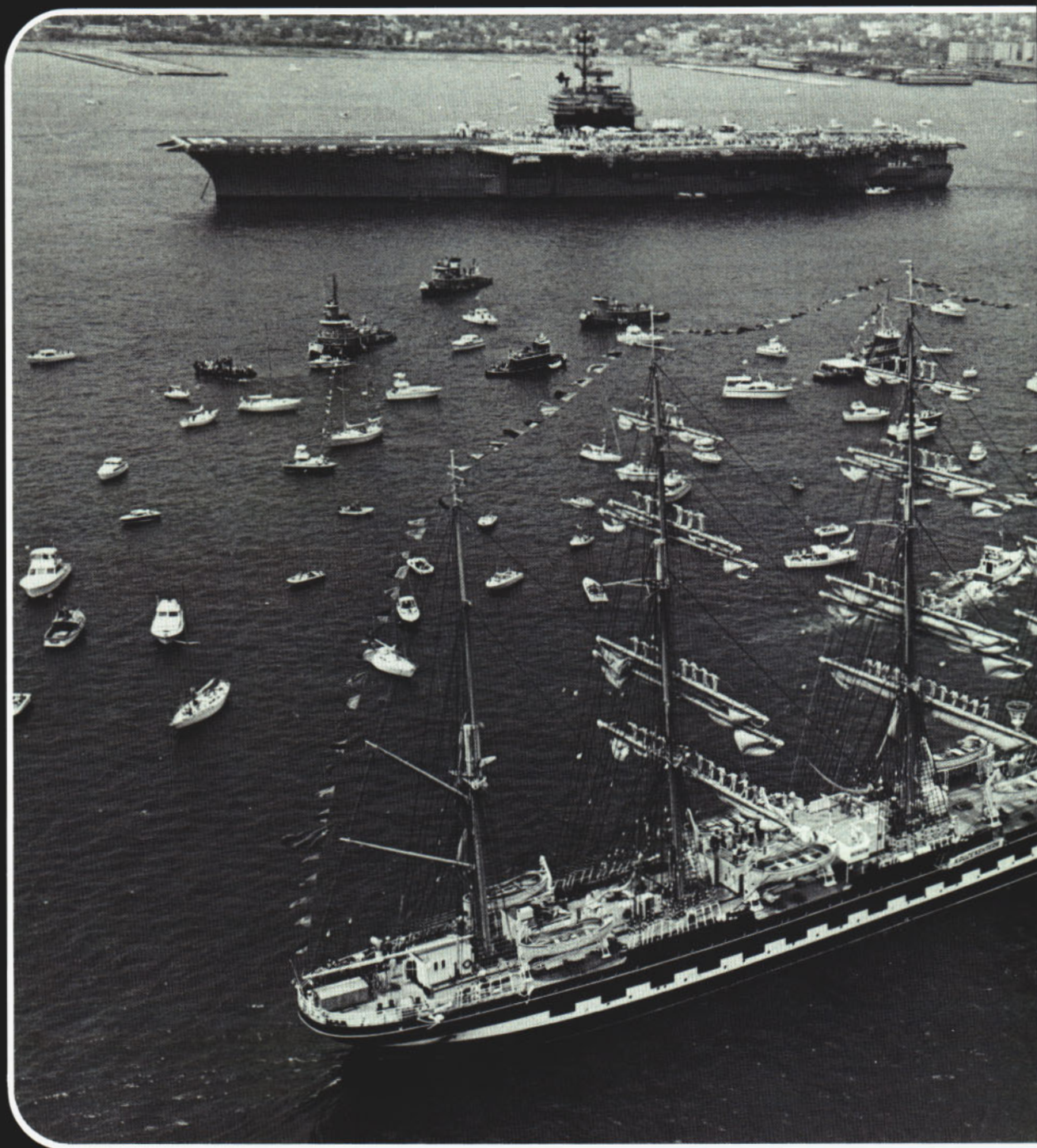


ALL HANDS

An aerial photograph of a harbor scene. In the foreground, a large wooden-hulled sailboat with multiple masts and complex rigging is docked at a wooden pier. It is surrounded by numerous colorful signal flags. To its right, a smaller white sailboat is also docked. In the background, a large grey US Navy ship is visible, with the hull number 'D-21' clearly marked on its side. The water is a dark greenish-blue, and the overall scene suggests a maritime event or regatta.

AUGUST 1976



ALL HANDS

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AUGUST 1976

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FRONT AND BACK COVERS: Scenes of the International Naval Review held this past July in New York City, including one of the President tolling the bell at 1400 on Independence Day. The night scene on the back cover is by LT F. G. Leader, USN; other photos by photographers listed on page 6 of this issue.

LEFT: The Russian barque Kruzenstern (Sedov class, 3064 tons), with yards manned, passes the anchored carrier USS Forrestal (CVA 59) in New York harbor during the Bicentennial July 4th weekend. (Photo by PHC Van Dorn, USNR.)



Articles of the Constitution



1. Queen Elizabeth Visits Old Ironsides

Queen Elizabeth II was reminded of British craftsmanship when she stepped aboard "Old Ironsides" during her Bicentennial visit to Boston on July 11.

Earlier that day *Constitution* and the Royal Yacht *Britannia* exchanged 21-gun salutes as the yacht steamed into Boston Harbor. The two refurbished, 6300-pound saluting cannons aboard *Constitution* were not made in England, but 18 of the frigate's 34 guns were. Those 18 guns still bear the crest of George III, the British king who reigned at the time of the American Revolution.

Prince Philip, the Duke of Edinburgh, accompanied the world's best-known monarch as she stepped aboard "Old Ironsides" to be greeted by Secretary of the Navy J. William Middendorf II; Rear Admiral Roy D. Snyder, Commandant of the First Naval District; and *Constitution*'s captain, Commander Tyrone Martin.

CDR Martin and his crew wore 1812-vintage uniforms as they escorted the royal entourage on an inspection of the ship's artifacts and memorabilia.

A high point of the tour was a stop-off in the captain's after cabin, occupied through the years by such molders of American naval traditions as Commodore Edward Preble, Captain Isaac Hull, Commodore William Bainbridge and Admiral George Dewey.

The visit to the venerable frigate, which fought and won more than 40 engagements during the War of 1812, was the last stop on an all-day Boston tour.

After visiting *Constitution*, the queen sailed on to Canada aboard *Britannia* to open the 1976 Games.

2. Constitution's Cannons Fire Again

The guns of "Old Ironsides" have been silent for the past 95 years. Yet, on July 4th two of her long guns erupted in a Bicentennial salute to the nation.

A week later the guns spoke out a welcome as Queen Elizabeth II and Prince Philip entered Boston harbor aboard the Royal yacht *Britannia* for a state visit.

This year's salutes were quite different from those of 1881. To fire one of the 6300-pound cannons then required a gun crew of up to nine people, including gun captain, assistant captain and others involved in loading, running out and training the gun. Each man had a specific job and each had to do his work in close coordination with the others.

Today's gun crew is considerably smaller—Senior Chief Boatswain's Mate Walto Gross, the gun captain, has a four-man detail for each gun.

Twentieth century technology came to *Constitution*—the oldest commissioned ship in the U. S. Navy—when the long guns from the forward gun portals on the port and starboard sides were converted to fire modern saluting ammunition. The conversion was made this past spring at the Naval Ordnance Station, Louisville, Ky.

"We thought it would be a snap," said Wally Smith, an engineering technician at the station, "but we didn't know what we were getting into."

It took a week to remove two feet of cannon barrel or cascabel. Machinists rebored both nine-foot guns and installed conventional, modern 40mm blank firing apparatus.

To camouflage the 20th century conversion of the historic guns, sheet metal duplicates of the intricate cascabels—somewhat lighter than the originals—were made. Only a trained eye can detect the change.

The project took 75 days to complete. When it was time for a test firing, no one was quite willing to pull the firing mechanism. (→)



Above: Queen Elizabeth II and Prince Phillip arrive in Boston.

"We were a little nervous at first. We tied a 20-foot lanyard to the trigger and hid behind an obstruction before we yanked it," said Smith.

Once the gun fired successfully there was no stopping the eager engineers. A speed trial firing was made, letting go 18 rounds in 50 seconds. Smith said, "The smoke and noise were beautiful."

Thus, Old Ironsides' guns joined in the celebration of the nation's 200th birthday—no doubt they're still talking about it "down" in Boston.

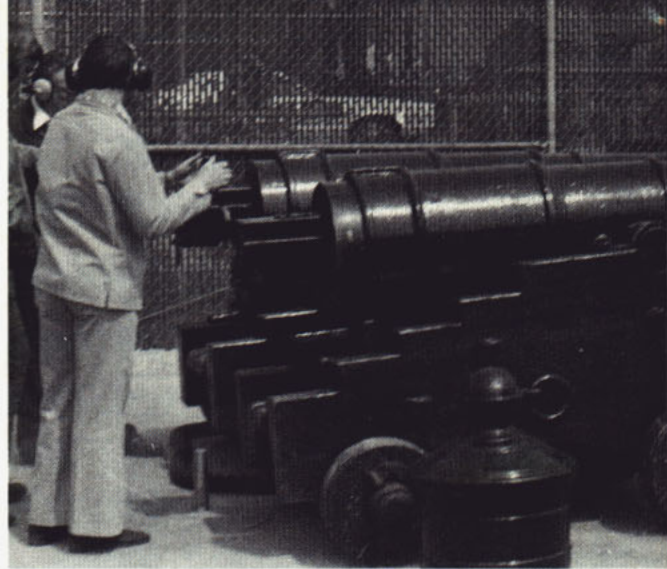
3. International Turnaround

The oldest commissioned warship in the U. S. Navy rode gently, tugging at the lines holding her secure. Her bow pointed like a commanding fist at the sea.

Minutes later, she was underway, towed by 20th Century tugs. The docile sea splashed on her sides and her spider web of spars, masts and rigging was notably absent of sail. But USS *Constitution* was at sea again after a 39-month restoration period.

Once every year the ancient three-master gets underway. This is the annual Turnaround Cruise which involves pushing her out into the harbor and repositioning her at the pier so that hull, masts and rigging will weather evenly on both sides.

This year's turnaround highlighted a two-day USS Constitution Bicentennial Salute. Sixty-six costumed young people representing 33 nations were special guests aboard the ship for her four-hour voyage. The representatives were chosen by their respective em-



bassy consuls from students attending school in the U. S., embassy families and interested young people abroad. Each symbolized the people from his or her native land who chose to make America their home over the years.

Two event-filled days of introduction to the United States and the Navy began the morning before the turnaround for the young representatives, with a welcome from the Governor of Massachusetts at the State House. The group was then taken on a chartered bus tour of Boston's famed Freedom Trail, a series of historic sites which figured prominently in the American Revolution. They saw the Paul Revere House, oldest still standing in the city and a relic of the early 17th century; then on to the Old North Church from which the two lanterns were hung that famous night of 18 Apr 1775.

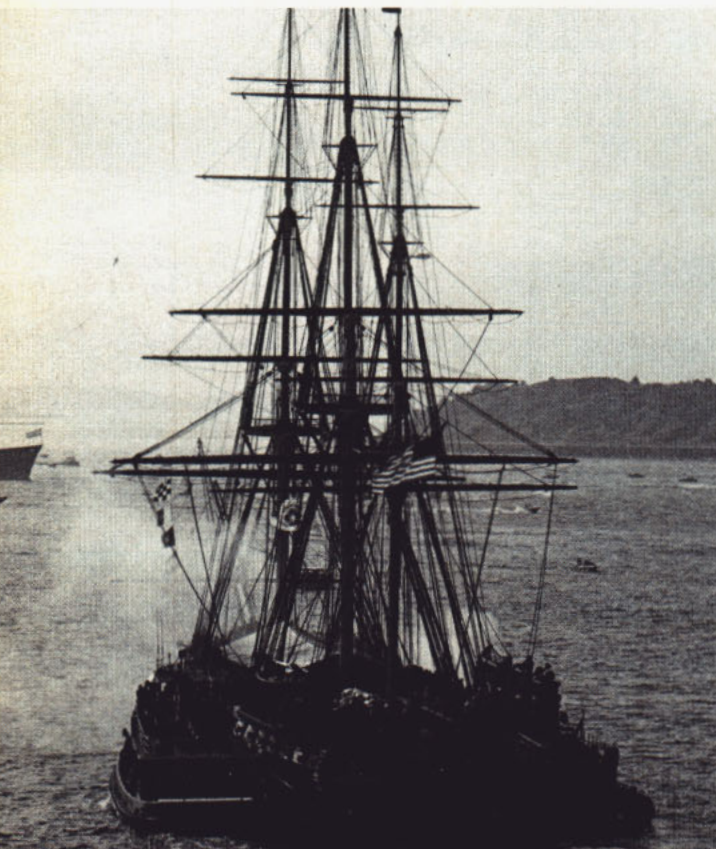
More history was on tap that afternoon as the Navy's guests rode to Lexington and Concord, visiting sites and battlefields of the first few days of the war which had shaped this nation.

That night the youngsters were entertained by the Boston Pops. The Pops, in its 91st season, has delighted millions since it first brought its listeners light, sometimes chilling and always entertaining music of the masters—classical, semiclassical and popular. Over the years it has developed theme programs—those dedicated to various groups and organizations. One such theme, "Navy Night at the Pops," was launched in 1972. Each Navy program since has attracted a capacity crowd with the house sold out long before the concert.

Navy men and women weren't the only ones honored that night. Secretary of the Navy J. William Middendorf II, a composer and musician in his own right, presented Pops Conductor Arthur Fiedler with a first-run copy of his composition, "Old Ironsides March." Admiral Owen W. Siler, Commandant of the Coast Guard, also made Mr. Fiedler an honorary master chief petty officer.

Before the night ended, Arthur Fiedler turned the baton and the Pops over to Navy Band Conductor Commander Ned Muffley and the Navy's Sea Chanters for several nautical renditions.

Left: USS Constitution fires a 21-gun salute as the Royal Yacht Britannia arrives in Boston Harbor.





Left: Constitution guns are test-fired after their conversion.

The next morning the youngsters, along with their consuls, were bused to *Constitution* at the former Boston Naval Shipyard for their ride aboard the historic vessel.

As the two-day salute came to an end, one consul, bubbling enthusiasm said, "The Navy has accomplished more in the last two days than diplomats have done in the last 10 years."

4. Constitution's Future Firmly Planted

What might have been just another grove of trees now has special significance for the residents of Crane, Ind. Their white oak trees have been chosen to replank USS *Constitution* in the year 2013.

Every 40 years the oldest ship in the Navy—USS *Constitution*—is placed in drydock and her oaken hull timbers replaced. Although the wood used in *Constitution* in 1797 was live oak, red cedar and hard pine, all replacement wood is white oak.

This grove located at the Naval Weapons Support Center at Crane was recently dedicated as "Constitution Grove." Among those attending the dedication ceremony was *Constitution*'s current CO, Commander Tyrone G. Martin—dressed in his War of 1812 era naval uniform—and the Special Assistant to the Secretary of the Navy, H. Robert Ferneau, who delivered the dedicatory address.

Selection of Crane as the site to grow the white oak trees as a Bicentennial project was logical. The Weapons Support Center—winner of several Navy conservation awards—has often been referred to as a showplace of conservation.

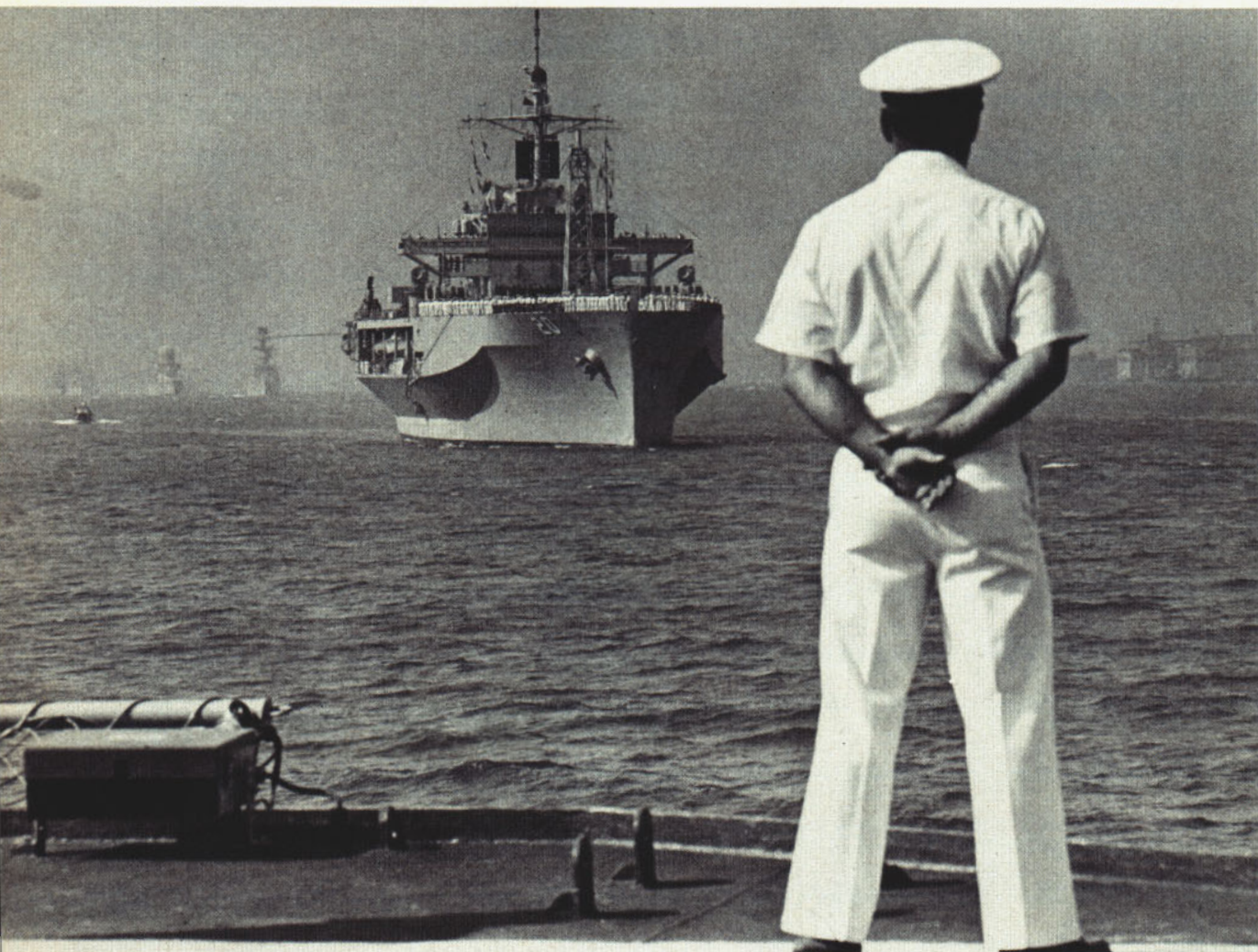
Marking the site of "Constitution Grove" is an unusual structure designed by the Public Works Officer, Commander Norm Cervenka, and built of kiln-dried white oak. The marker is a scaled-down version of *Constitution*'s rib cage as it appears during replanking.



INR/OP SAIL '76 in NEW YORK

An Unforgettable Happening for Millions

Story by JO1 Jerry Atchison. Photos by PH1 Joe Leo, PH1 John Sagester, PH1 Bill Pointer, PH2 Terry Mitchell, PH3 James Holliger, PHAN Tom Ackerman and JO1 Atchison.





America's Bicentennial weekend was one of superlatives. Everyone was using words like the best, the biggest, the largest, the longest, and on and on. Some of the events on July 3 and 4 may have actually warranted such high praise. But there was little question about one event. An estimated 6 million persons watched from shore and countless millions more viewed it on national television.

It included the best, the biggest and the largest. It was clearly one of the highlights of America's Bicentennial celebration—the International Naval Review held in New York City in conjunction with Operation Sail.

Any show that takes more than a year in planning, attracts a large force of the world's working press, receives participation from more than 30 foreign nations and attracts a crowd counted in the millions, just has to be a big show. The International Naval Review was one.

It began in the predawn hours of Saturday, July 3. While New York City slept, more than 50 naval ships from around the world formed into a single, 20-mile-long column and began the journey toward New York harbor. On shore, early morning joggers in Battery Park at the tip of Manhattan saw the dawn of an unusually clear summer morning. Pigeons browsed undisturbed. Early risers walked their dogs; the city was quiet.

Around 0700, an uncommon weekend flurry of activity began. People suddenly appeared outside, flocking to the parks and walkways along the Hudson River and Upper Bay. Traffic increased along the roads and

Facing page: A sailor on the deck of the INR reviewing ship USS Wainwright (CG 28) watches USS Mt. Whitney (LCC 20) and other ships enter New York Harbor. **Above:** INR ships steam past the Statue of Liberty. **Left:** Sailors aboard Mt. Whitney man the rails.

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bridges. Countless pleasure boats quickly dotted the harbor. Subway platforms—traditionally deserted until the stores open at 1000—were packed with chattering, happy people carrying picnic baskets, binoculars and cameras.

The Approach

Then it all began with a bang—literally. The guided missile cruiser *Wainwright* (CG 28)—leading a long,

gray line that disappeared over the horizon—approached the Verrazano-Narrows bridge and let loose a 21-gun salute that boomed across the bay and up into the city.

The gun salute was returned by a firing battery at the Army's Fort Hamilton and was greeted by cheering crowds lining the river. Small craft in the harbor sounded their horns. The prelude to the International Naval Review was underway.

They steamed through the early morning light, up the Hudson and past Manhattan—an armada that included frigates from Japan, Norway and Spain, destroyers from Australia, Brazil and Italy and a cruiser from



Great Britain. The procession took more than four hours to pass any given point. Ships returned the greetings of the massed pleasure craft as they moved toward their anchorage. Ships from Argentina, Belgium, Canada, Chile, Colombia, all through the alphabet to Venezuela and West Germany, gave New Yorkers and visitors from around the world a glimpse of world seapower.

Spectators glanced at their programs in an effort to identify the ships as they moved up the Hudson river. On through the morning, the ships passed amid cries of "There's the Argentine ship," or "That's the French ship—see the large bulb on its bridge?"

Then, around 1300, the ship appeared that most had waited for—bringing up the rear of the procession came the 80,000-ton aircraft carrier *Forrestal* (CVA 59). Sailors and Marines manned the rails as the largest ship in the event passed under the Narrows bridge.

No one needed a program to spot *Forrestal*. A father and son, embroiled in a contest to identify the passing ships, simultaneously shouted out "*Forrestal*." A hot dog vendor who insisted it must be *Enterprise* was shouted down.

But the crowd—few of whom had ever seen a U. S. Navy aircraft carrier up close—agreed she was an impressive sight.

Although *Forrestal* marked the end of the procession of naval ships, people still remained at their vantage points. Many, like South Dakotans Bob Grier and his wife, set about arranging sleeping bags and picnic baskets on the grass at Battery Park. The young couple talked about why they made the journey across the United States to see the events as they sorted out their gear and prepared to settle in for the night.

"It may sound trite, but it really is a once-in-a-life-

time chance," Bob said. "You've got naval ships from all around the world, the last of the tall masted sailing ships (which entered the harbor the next day) and you've got festivals and parades on land—all happening at the same place at once.

"I just wish it were possible to see everything that's going to happen," his wife, Jenny, said.

As twilight settled in, New York City policemen casually strolled among the campers, oblivious to the city's ordinance against camping in the park.

One policeman marveled at the easy camaraderie of the campers. "It's a sight you don't see too often in Manhattan," he said. "But since I've got to work a 12-hour shift down here tonight, this should make things kind of fun."

Pleasure boats continued to nudge around the ships

Losing the Fourth?

Millions of Americans celebrated our Nation's Bicentennial on the 4th of July, but one ship with 390 men aboard didn't—they lost it.

Actually they didn't *lose* the fourth, they just sort of skipped it. Or, to be more precise, it skipped them.

Does everyone understand? It's all perfectly clear to the men of the guided missile cruiser USS *Gridley* (CG 21) who crossed the International Dateline (the 180th meridian) on the 4th of July. They were heading west at the time and since you lose a day when you cross the line going in that direction—they lost the 4th of July.

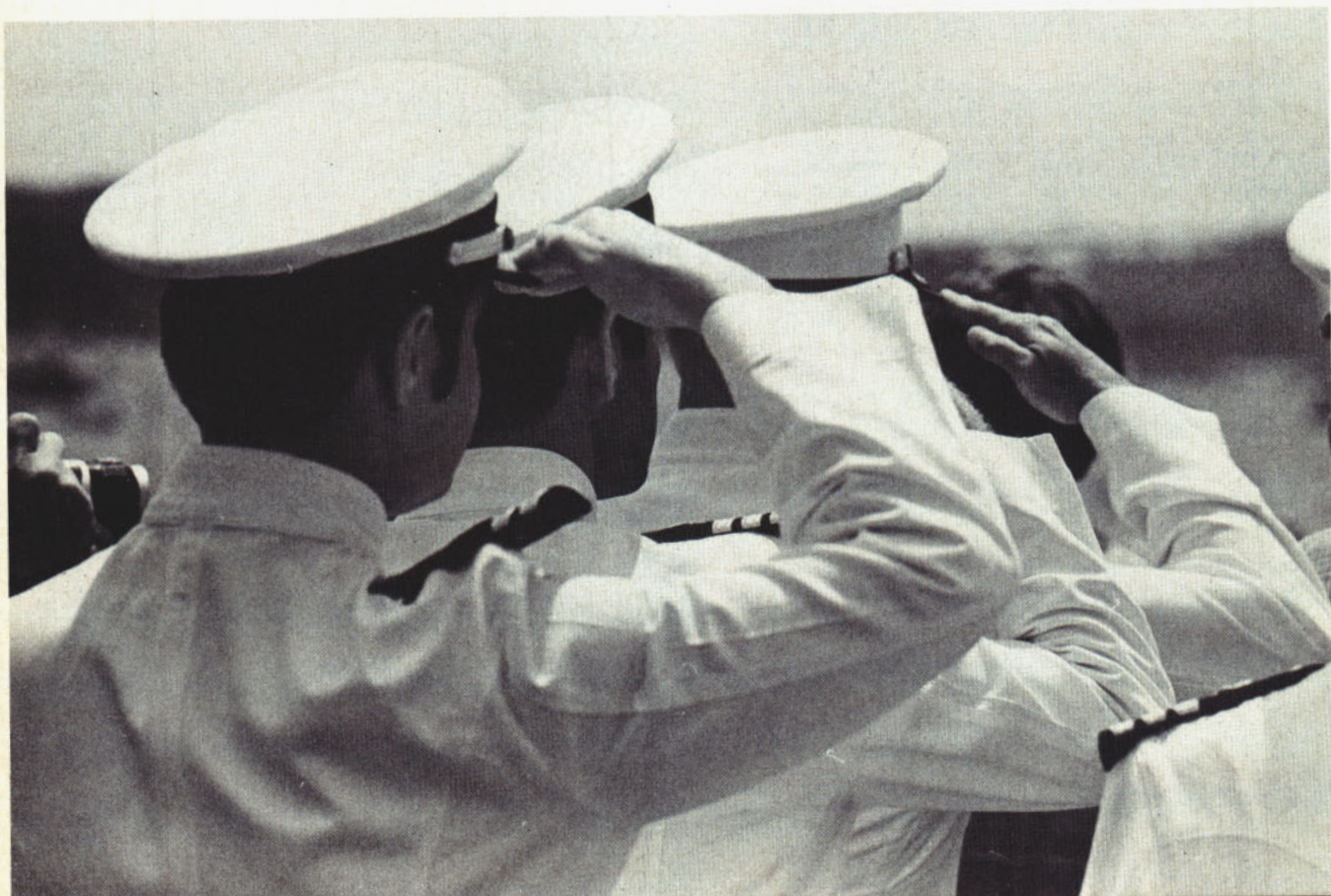
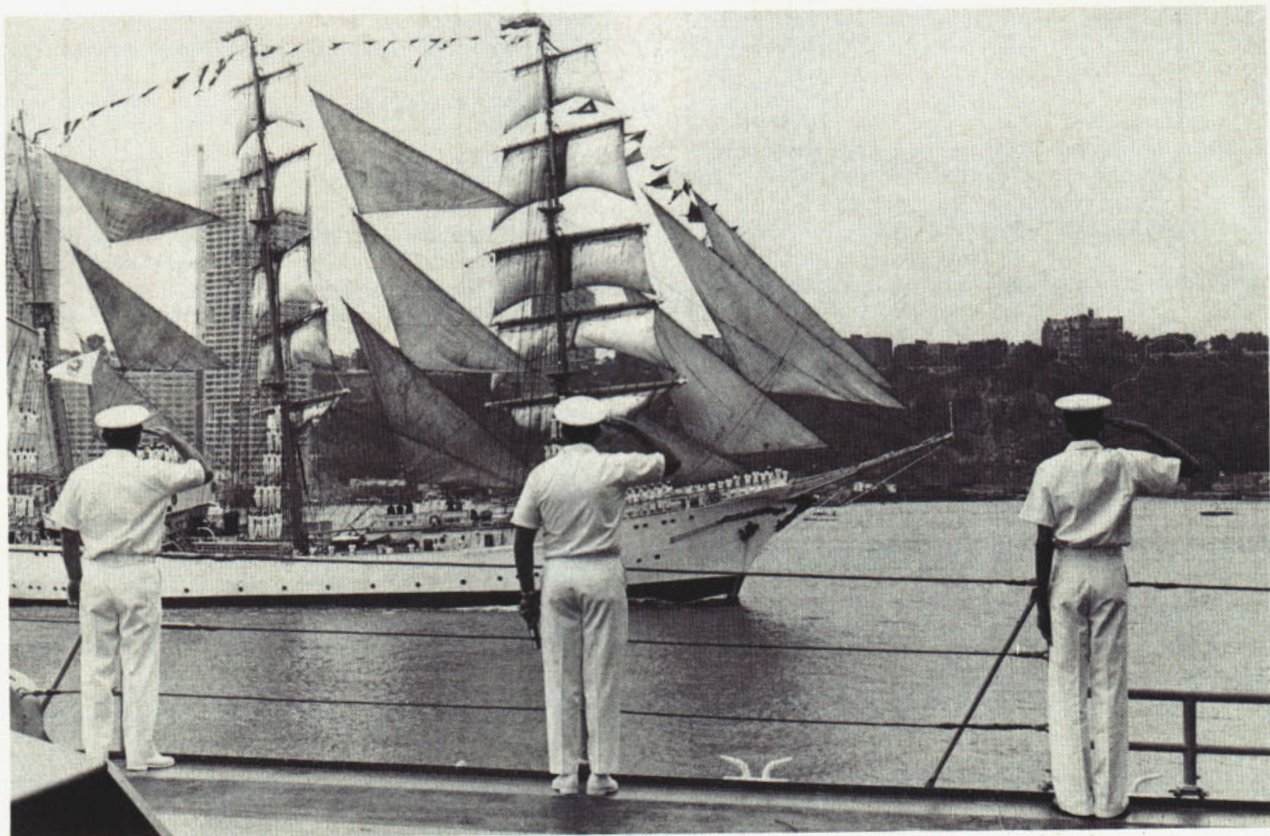
Never fear. American ingenuity being what it is, the men of *Gridley* held their own special bicentennial celebration on July 5. The "July 4th on July 5th" celebration may be a claim only the men of *Gridley* can make.

Now does everyone understand?

Facing page: A fireboat welcomes the INR fleet to New York Harbor on July 3. The twin towers of the World Trade Center can be seen in the background. Right: USS *Forrestal* (CV 59) was the last INR ship to enter New York Harbor.



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of the International Naval Review (sometimes moved back by Coast Guard patrol craft) and shouts of greeting were exchanged in many different languages.

A cab driver summed up the pervasive friendship that covered New York City that night: "I guess this does a pretty good job of destroying the idea that New Yorkers aren't very friendly."

Naval Review

But the events of the first day were only a prelude to the next. After all, the next day was the 4th of July, the International Naval Review and the tall ships of OpSail '76, all rolled into one. So, around the city, talk finally died, the last reveler made his way home and the campers at Battery Park settled in for the night. The many viewers of the day's events were expected to become millions on the next. Those desiring a choice seat would have to get there early.

Many of them did.

So many in fact, that by 0530 on the morning of America's 200th birthday, every free spot along the Manhattan side of the Hudson was jammed.

There have been many rush hours down the West Side highway. This day, with the road closed to traffic, there began another type of rush hour—people on foot. Waves of people disgorged from the subways, buses and taxis and began the trek to the waterfront. Official estimates placed the number at between six and eight million. The four-lane highway was curb-to-curb people

as far as the eye could see. They moved in orderly but excited groups towards the bay.

A small girl wearing a "God Bless America" pin on her starched pinafore sat crying by the curb—lost. A man, with wife and children in tow, stopped only long enough to swoop her into his arms and bear her down the street.

"You won't be able to see the ships and the fireworks through those tears now," he said.

As the child's head bobbed above the throng there appeared a tentative smile, then a laugh on her face as she was carried toward the lost children area in the park.

By 1100, the police were estimating 2.5 million people in the small Battery Park alone. Millions more lined the Hudson. The Coast Guard said 30,000 pleasure craft were packed into the harbor. "But who can accurately count that many boats?" one Coast Guard official asked.

Then it all began. Precisely at noon, as 16 of the world's last remaining "tall ships" entered the harbor and sailed up the river, New York reverberated to the simultaneous, radio-controlled firing of a 21-gun salute to the Nation's 200th birthday. Fifty ships let loose their guns as one. The stunned crowds waited a beat then let loose with a roar that only millions of enthusiastic people could produce.

The procession of tall ships and massed guns set the scene for the review of the entire assembled fleet by Vice President Nelson Rockefeller onboard *Wainwright*. Shortly after 1300, as *Wainwright* sailed past the assembled ships, guns once again boomed, this time a 19-gun salute as the fleet honored the Vice President as the reviewing officer. Ships' companies manned the rails—thousands of brilliant white uniforms standing out against the Manhattan skyline—and each ship displayed its national ensign and signal flags.

Individual honors were accorded the Vice President by foreign and U. S. ships. On a Japanese ship, the sailors manning the rails lifted their caps in unison and let go with an enthusiastic cheer that could be heard across the harbor.

Spectators perched in trees, pressed against skyscraper windows and stood on cars. People from New York City and around the world craned to get the best view of the largest massing of ships in recent times.

But the best seat for the massed display was onboard the 80,000-ton aircraft carrier *Forrestal* anchored inside the bay at the bridge over the Narrows. On *Forrestal*'s flight deck, more than 3000 guests, led by President Gerald Ford and jointly hosted by Secretary of the Navy J. William Middendorf II and Admiral James L. Holloway III, chief of naval operations, watched the review's progress.

At 1400, as *Wainwright* completed the review and slowed alongside *Forrestal*, the President rang the ship's bell and officially set off a nationwide, two-minute bell-ring. Cued by satellite signal, ships' bells around the world began tolling at the same time as

Facing page top: Men of *Wainwright* salute the Colombian tall ship *Gloria* as she passes by. Facing page bottom: Officers of *Forrestal* render honors during the 21-gun "Salute to the Nation." Left: Sailors of HMS *London* get their first view of Verrazano Bridge and New York Harbor.



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church, fire and school bells in the United States. The effect was immediate in Manhattan. The ringing of every bell—from deep-throated tolling to the high tinkling sound of small bells—once again brought cheers from the massive crowds ashore.

Liberty Call

The International Naval Review was completed. But the events of the weekend were far from over. As the ships moved toward piers for the first time since entering New York harbor, the city prepared for the onslaught of 25,000 sailors from 30 countries. Finally, up and down the river in many different languages, the word was passed—liberty call.

Many of the visitors ashore turned their attention to the events being staged in lower Manhattan as part of

“July Fourth in Old New York.” Those determined to remain in the area until the fireworks that evening found they could pick from outdoor and indoor concerts, ethnic pageants, cultural displays, religious observances and many historical reenactments.

Walking from block to block was like traveling between countries. In the Italian-American neighborhood, great vats of spaghetti steamed as street musicians played native songs. Tourists walked through the streets, closed to traffic, sipping cappuccino and visiting stands that offered Italian fare from antipasto to zucchini.

Those sated by the geographic sampling of food, drifted back to the park where symphony orchestras played, singers sang and people snoozed under trees.

Evening found the crowd's attention torn between Liberty Island, where the fireworks would soon explode around the Statue of Liberty, and the ships with their crews from many nations. A Spanish sailor gratefully accepted a glass of wine and a spot on a family's picnic





harbor ablaze with lights, the fireworks began.

But even as red, white and blue fireworks engulfed the Statue of Liberty, duty sections aboard the ships (now pierside) began preparations for the next two days of open house. Millions of people who had watched the International Naval Review from shore, were eager for a firsthand, closer look at American and foreign naval ships.

Overflowing Crowds

Planners for America's bicentennial weekend in New York City knew there would be an enthusiastic response. But the crowds frequently eclipsed the most optimistic predictions. On Monday, July 5, the South Street Seaport Museum where some of the ships were berthed, had to close its gates when the crowds wanting a glimpse at the ships grew too large.

According to police more than 60,000 people thronged through the gates at piers 90 and 92 in midtown Manhattan. The skipper of one of the foreign ships said, "There is a difference between enthusiastic and overwhelming. This," he said gesturing at the long lines of people waiting to board his ship, "is overwhelming."

The crowds, although large, continued to be order-

blanket as everyone awaited the first skyrocket to open the display.

One by one, the friendship lights of the International Naval Review ships lit as the sky darkened. With the

Facing page: Tourists get a close look at the tall ships that participated in OpSail '76. Left: People sought every possible vantage point during the International Naval Review. Below: Some of the more than 2 million people who watched the INR from Battery Park on the tip of Manhattan.



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ly—patiently waiting in line to visit the ships. Although natural curiosity was the main motivating factor, some had personal reasons. An Italian man was searching for his nephew who he thought was aboard *Amerigo Vespucci*. Another visitor said he hadn't been aboard a naval ship since World War II and was interested in seeing how they had changed. A group of girls thought "it would be a nice way to meet a couple of cute sailors."

The scene was repeated on the 6th. Only problem, was that many of the ships were quickly running out of welcome aboard brochures. But ship visiting was not the only thing going on that day. New York City was quickly proving itself a place where many things happened at the same time.

Tickertape Parade

Businessmen, shoppers and tourists began lining Broadway, between Battery Park and City Hall, as early as 1000. At noon, tickertape was showered on a parade of naval bands and sailors from around the world as they marched down Broadway to City Hall.

Mayor Abraham D. Beame, speaking to the more than 3000 sailors and midshipmen gathered there, said, "You, as guests of this City and of this nation, have

left an unforgettable memory for the millions of us who gathered on our urban shores and saw you sail proudly up the Hudson River.

In proclaiming the week of July 4-11 as "New York's official 'Operation Sail/International Naval Review Week,'" Mayor Beame said, "I hope you have enjoyed your stay in our City, your walks on our streets, your talks with our people and your visits to our famous cultural institutions . . . On my own behalf, and that of all our officials, as well as on behalf of eight million New Yorkers, I thank you all."

The International Naval Review combined with events of New York City to create a series of memorable happenings for those celebrating America's Bicentennial. It was a time of renewed pride in the nation.

And it was a time of superlatives.

"It was the greatest thing I ever saw in my whole life," said four-year-old Amy Williams of Brooklyn, N. Y.

Below: Midshipmen march down Broadway during the tickertape parade in honor of the International Naval Review. Facing page clockwise from upper left: Foreign Navy men wore their finery for the parade down Broadway. Seafaring men, like this bearded Canadian tall ship skipper, got a close-up look at the people and the sights of New York City. Children seemed torn between the tickertape and the sailors in the parade.





AUGUST 1976



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Sailors Take a Bite Out of the Big Apple



Remember that Gene Kelley-Frank Sinatra movie where two sailors are on liberty in New York and absolutely everything goes right for them?

Well, according to many of the sailors from around the world who came to New York City on July 2 for the International Naval Review, fiction has become fact.

A quartermaster 1st class from *Forrestal* couldn't figure it out. "I don't know if it's because of the Bicentennial or because of the International Naval Review or what," he said. "All I know is that I've never been treated so well on liberty before in the 13 years I've been in the Navy."

Indeed, it appeared that all New York was working very hard that week to dispel the myth of the "Big Apple" as a not-so-friendly city. In random interviews with both foreign and U. S. sailors and with city residents, ALL HANDS heard much the same tale in many different ways—New York's a great place for liberty.

There was an inkling of things to come even before the first liberty party went ashore. While the ships of the International Naval Review were still steaming toward New York City, information packets that included free subway passes and discounts to many of

Facing page: Wherever sailors went and no matter from which country they came, they always took time to answer the questions of curious tourists and New Yorkers. Left: Brazilian sailors chat with tourists near Rockefeller Center.

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the city's events were distributed to the ships' crews. Maps of the subway system and city streets were among the most valuable items in the packet, according to the sailors.

Many of the more than 25,000 officers and men on liberty in the area made their first stop at the USO. Mr. Robert L. Riddell, executive director of the USO near Times Square, stood in the middle of a room packed with uniforms from around the world. "I haven't seen anything like this since World War II," he said as sailors moved past him between the massive buffet and the ticket information counter.

Riddell ticked off the range of services provided the sailors that weekend through the USO and in cooperation with local merchants.

"In addition to all this free food provided by the



Jewish War Veterans, we received many free tickets to Broadway shows from the League of New York Theater Owners and Producers," he said. "Then we got tickets to Radio City Music Hall, dances, concerts and other events around the city. As always, sailors in uniform are admitted free to games at both the baseball stadiums in the city."

Riddell led the way back to the USO's storeroom and showed where more than one million pieces of literature were awaiting the inquisitive sailor. "Besides the packets we sent to each ship visiting New York City, we have event information that comes in on a day-to-day basis that we pass along."

By lunchtime of the first day of liberty, more than 3500 sailors had taken advantage of the freebies offered by the USO. Others had their own approach to enjoying liberty in the "Big Apple." On a bench at Times Square, two seamen from the guided missile cruiser *Dale* (CG 19) pored over the entertainment pages of a local paper.

The two native Iowans rather sheepishly admitted they had spent the morning doing what neither had done

Left: Dutch sailors get a walking sales talk along Times Square. Above: One of the members of the all-girl-crewed sailing ship *Sir Winston Churchill*. Right: An Italian midshipman ponders a purchase. Far Right: Officers look for a gap in traffic on Times Square.

before—riding the New York subways. The real fascination, they added, were the many people who chatted with them as they clutched the straps between Pelham Park and Lexington Avenue. “Now we’re just taking our time to see what to do in New York the rest of the day,” one said.

Sailors were in attendance at all the city’s major attractions. Firemen Apprentices Carl Steiner and Mike Hartzheim from the tank landing ship *Harlan County* (LST 1196) took a sightseeing break by feeding the seals in the Central Park Zoo.

“I guess we’ve been more of a curiosity to people than anything,” Mike said. “Everyone’s been friendly.”

- On New York’s fashionable Fifth Avenue, some Brazilian midshipmen window-shopped while across the street Italian sailors chatted with a group of girls.

- On a grassy knoll in Central Park, a U. S. sailor and his girlfriend enjoyed the sun.

- In front of the Empire State Building, Egyptian sailors leaned against street lamps and snapped photographs of the big building.

- In one department store, amid much fumbling with unfamiliar American money, two Dutch sailors finally figured out the price of their purchases.

- The line in front of Radio City Music Hall looked like a convention of international sailors.

But how did New York City residents feel about this friendly invasion? A taxi driver summed it up, “Hey,

these boys look sharp. I don’t care what country they come from. They’re obviously proud to serve in their navies and we’re proud to have them here. I know I’m going to make sure they get treated all right.”

Does this mean there were no rotten apples in the Big Apple? Not entirely. One sailor volunteered as how he had been taken for \$30 in a streetside, impromptu game of chance. “But,” he quickly added, I should have known what I was getting into in the first place.”

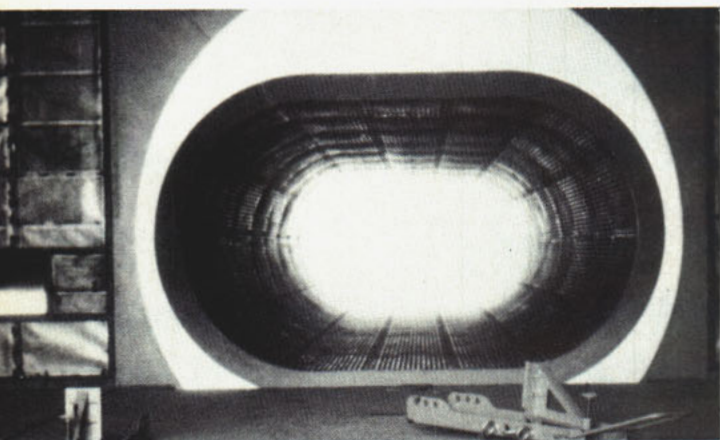
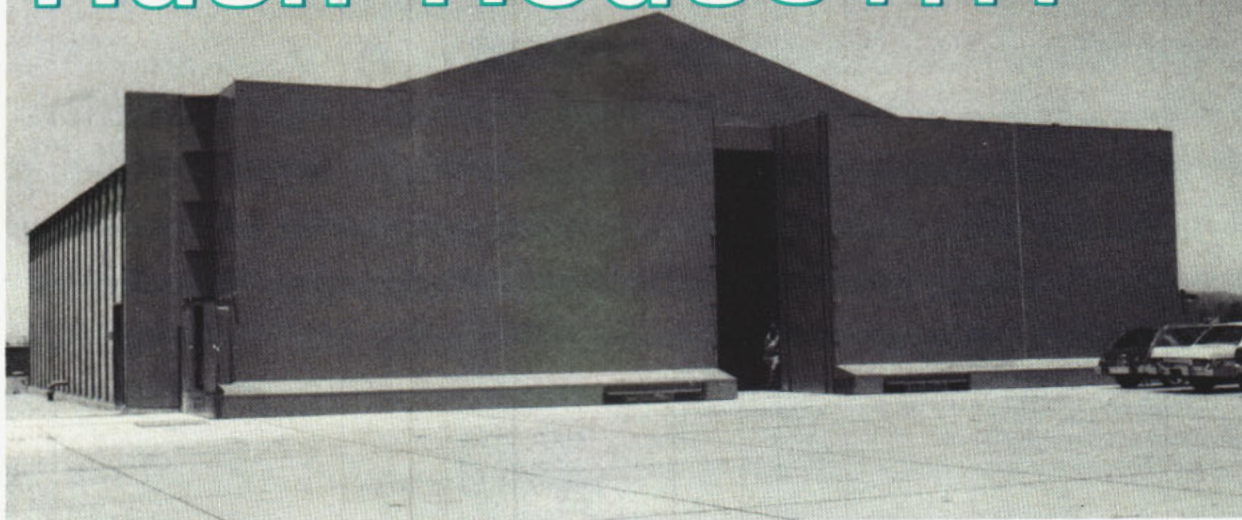
The only other complaint heard was one with which most New Yorkers are familiar. “There’s just too many things to see and do. I just hope I don’t miss anything.”

Many of the American and foreign sailors visiting New York for the first time found it to be a city that offered good liberty. “But wait a minute,” the doorman of a hotel said, “This was a great liberty town during World War II. Why shouldn’t it be great today?”

Indeed, it was, and it is.



Hush House...?



You can't walk in and order eggs and hashbrowns at a hush house.

It doesn't have the peaceful quiet of a library either, so studying is out. In fact, if you wanted to use a hush house you'd have to own a jet—an F-14 *Tomcat* preferably.

A hush house is important to you and your jet because it is a building where you can take your *Tomcat* for a variety of tests. Regardless of the noise created you don't have to worry about disturbing anyone outside a 250-foot radius.

The *Tomcat* normally generates about 120-130 decibels (db) (a front-row audience at a rock concert picks up about 110) within that 250-foot radius. But when

Above and right: The hush house now in use at NAS Miramar, and planned for NAS Patuxent River, can accommodate the latest Navy aircraft.



placed inside the hush house, your jet will generate only about .85—about the same as a radio playing at a moderate level.

The Navy now has one hush house at the Miramar Naval Air Station with another under construction. The second one is building at El Toro Marine Corps Air Station in California.

However, if your aircraft is new, you'll want to take it to the Patuxent Naval Air Station, Md., for initial testing. Pax River is the primary site for new planes, but they don't have a hush house there yet. One is planned for construction by late 1977 and involves a new approach to the idea of hush houses.

The house planned for the Aircraft Test and Evaluation Facility at Pax River will not only be noise-proof but also will enable project personnel to perform tests and evaluations never before possible in a controlled environment.

Aircraft testing at Pax River is currently done in the open, which not only creates noise in the immediate area but often falls victim to the uncertainties of the weather. Rain, strong winds from the wrong direction and a number of other weather changes can cancel a test

that took many dollars and hours to set up.

Under the present system, if you wanted to test your aircraft in rain, you would have to take your jet to Edwards Air Force Base in California for water ingestion tests. There, the aircraft flies behind an Air Force KC-130 while the tanker sprays water from its refueling hoses. The new hush house eliminates the need for this procedure.

When they want water, project personnel at Pax River will be able to get it. They'll be able to perform steam ingestion tests with little or no effort. The new house will allow them to control the force and direction of winds used in testing as well.

A unique feature of the hush house will be the capability to operate the engines while the aircraft is positioned on jacks with its weight off the wheels. This feature will enable various tests of all aircraft mechanical systems while using the propulsion system as the primary source of power.

All modern aircraft can be accommodated by a hush house with the possible exception of helicopters. So if you were thinking of testing your "helo" forget it. Get a *Tomcat*.

Hearing Loss

Noise is an unwanted by-product of our modern way of life. Sound, so vital to our existence, is growing to such disagreeable proportions within our environment that today it is a very real threat to our safety.

Consider the danger to men working on a flight deck or in an engine room who can't hear a spoken order or ship's alarm. Many times these individuals are unaware of their hearing loss. Undetected, it presents a clear danger to each of us. We depend on a wide variety of audible signals for our safety.

For humans, sound has two significant characteristics: pitch and loudness.

In terms of affecting people, pitch is generally an annoyance, like the sound of chalk scraped over a blackboard surface. Loudness, on the other hand, can affect our ability to hear.

What happens when loud sounds enter the inner ear? The ossicles (three tiny bones that change the loudness of sound before it enters the inner ear) transmit the vibrations to a fluid contained in a small, snail-shaped structure called the cochlea. Within the cochlea are microscopic hair cells that move back and forth in response to sound waves just as seaweed on the ocean floor undulates in response to wave action in the ocean.

It is the energy impulses created by the movement of these crucial hair cells that go to the brain where they are interpreted as sound. Just as the seaweed can be torn and ripped by violent wave action in the ocean, hair cells can be damaged by violent or loud sound waves.

When loud sound waves occur only briefly, the damage may be only temporary. But if loud noises are frequent or sustained, the damage may be permanent, and such noise-induced hearing loss can't be

restored either through surgical procedures or hearing aids.

To prevent these noises from damaging your ear, the Navy issues two general types of personal ear protective devices to sailors who work in loud noise areas such as engine rooms, sonar centers and who are involved in firing weapons: insert types (plugs inserted into the opening of the ear canal) and circumaural types (devices which cover the entire ear. This type is also incorporated into certain types of helmets.)

Scientists now agree that the noise level for potential hearing loss begins at about 70 decibels (db—a numerical expression of the relative loudness of sound). Some of them are deeply concerned because our normal daily life regularly exposes us to noise levels of about 70db even inside the comfort of our "quiet" homes.

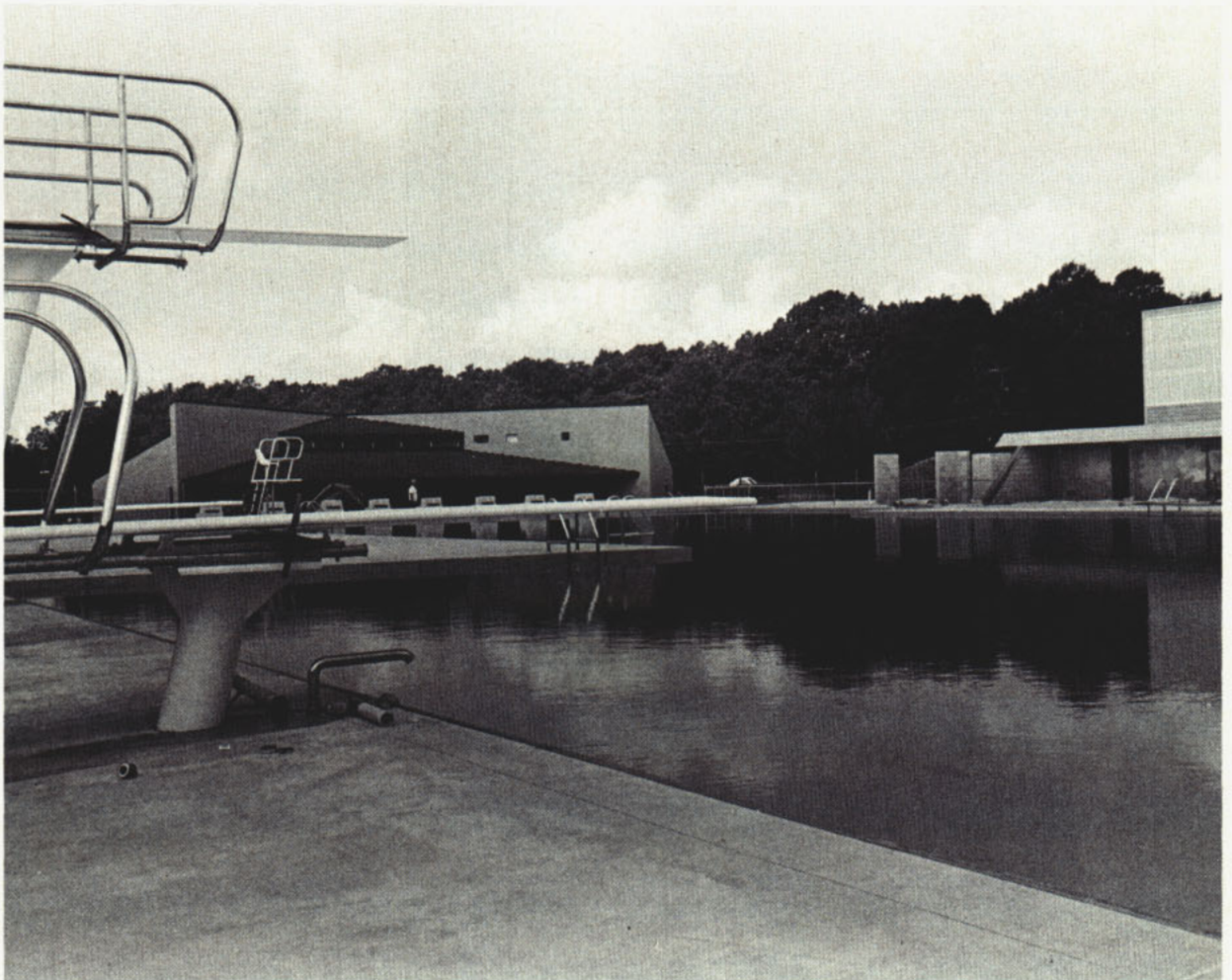
For example, the kitchen with its combination of garbage disposals, mixers, blenders, dishwashers and walls that echo the sound can drive the noise level up to the 80-90db range, equivalent to the noise level outside a major airport. In the living room, the vacuum may put out 80db; the T.V. set, 70-80db; and, if there is a stereo in the house, the levels can run upwards of 100db. Outside in traffic, 70db is typical; cars and trucks roar along at 90-100db with some motorcycles topping the noise parade at more than 100db.

Although definitive research has yet to be done, some recent studies suggest that existing noise levels may be a leading cause in the rising rates of heart disease, ulcers and mental illness in addition to the more common hearing loss problems.

The danger from noise is very real.

BuPers Recreation Statement

As long as you're saving
money why not
have fun ?



New swimming pool at NAS, Patuxent River, Md.

The question is basic: How much out-of-pocket money does a sailor save by using the command's Special Services facilities instead of the civilian community's recreation activities?

BuPers knows the answer to this and other questions following a Navy Special Services survey that included more than 11,000 people at 16 commands.

"Besides the money question, we wanted to find out which activities are the most popular and how often Navy men and women use the recreation facilities of their Special Services department," said Mr. Ben Lewis, acting director of the BuPers Special Services branch.

They wanted answers to these questions because in this time of increasing costs, it is important that the limited amount of Navy recreation dollars be spent effectively. This means giving Navy men and women the services they want. "... at a price both they and the Navy can afford," Lewis said.

Traditionally, the CO at each Navy installation is in charge of identifying the recreation needs of his people. Now, there is a wealth of information upon which he can draw to determine the pattern of likes and dislikes, Navywide, of the recreation users.

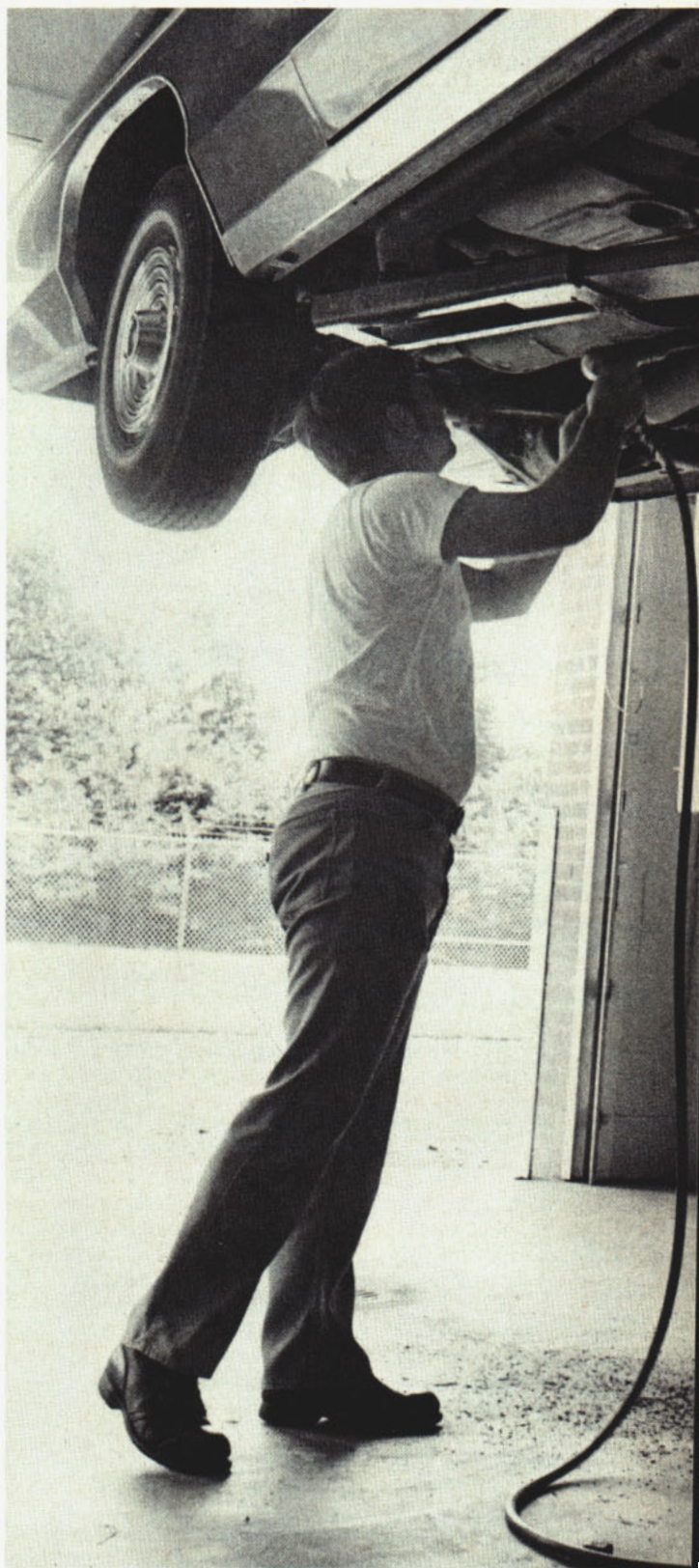
Here's what they found out. Bowling and movies are the most popular of 14 special categories surveyed. (For a complete list of the activities surveyed and their relative popularity, see the accompanying list.) Over 60 per cent of all active duty Navy people use both those facilities at least once a month. At the bottom of the list is golf. But even for golf, about one-fourth the people surveyed—both officer and enlisted—said they used those facilities.

Bowling and movies were the most popular in terms of usage, but they don't save the individual the most money. That honor goes to the auto hobby shop. Even though auto hobby shops are only average in popularity where they are available, they give the greatest dollar savings. The respondents to the survey estimated they saved an average \$67.50 per year. If this figure were extended to the entire Navy population, you would see \$80 million a year saved because of the availability of only this one type of recreation facility.

"Overall, the survey showed that for each dollar spent by the Navy for recreation, there was a benefit of about \$4.58 to the individual," Lewis said. The BuPers Special Services Division had always believed that the value of recreation exceeded its cost and had argued to maintain and increase the size of the program.

"Until this survey, no one had ever been able to prove that belief or show how much, the benefit was," he said. On a per person basis, the total recreation program costs about \$110 per year to run, *but gives an average savings of \$363*. Since this is an actual out-of-pocket benefit to naval officers and sailors, recreation is a benefit that gives a large and measurable morale value. Recreational facilities and equipment are paid for both by funds appropriated by the Congress and by nonappropriated funds produced by profits from sales by Navy exchanges, ships' stores, etc., as well as fees and charges applied to utilization of recreational facilities and equipment.

(→)



Auto hobby shops are the big money-savers.



Special Services facilities are for the whole family.

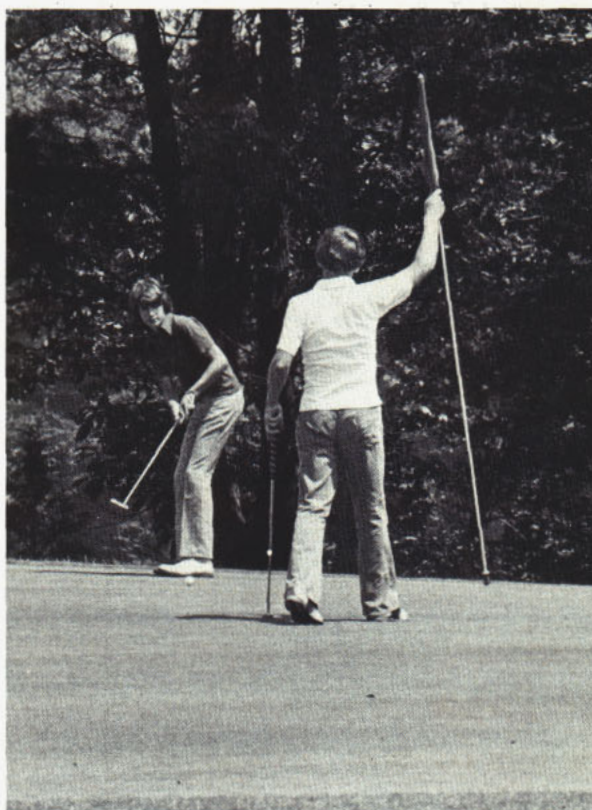
The study showed that satisfaction which Special Services activities provide does not necessarily equate to expensive operation, or even popularity in terms of usage. As was previously noted, people don't save a lot of money at the base bowling alley, but it is a popular activity. People *do* save a lot of money at the auto hobby shop, but the auto hobby shop enjoys only average popularity. Because of this, the local Special Services director may find that he can do better in increasing the recreation satisfaction of his customers if he uses his money for several of the lower ranking categories, instead of one or two of the highest ones—or vice versa.

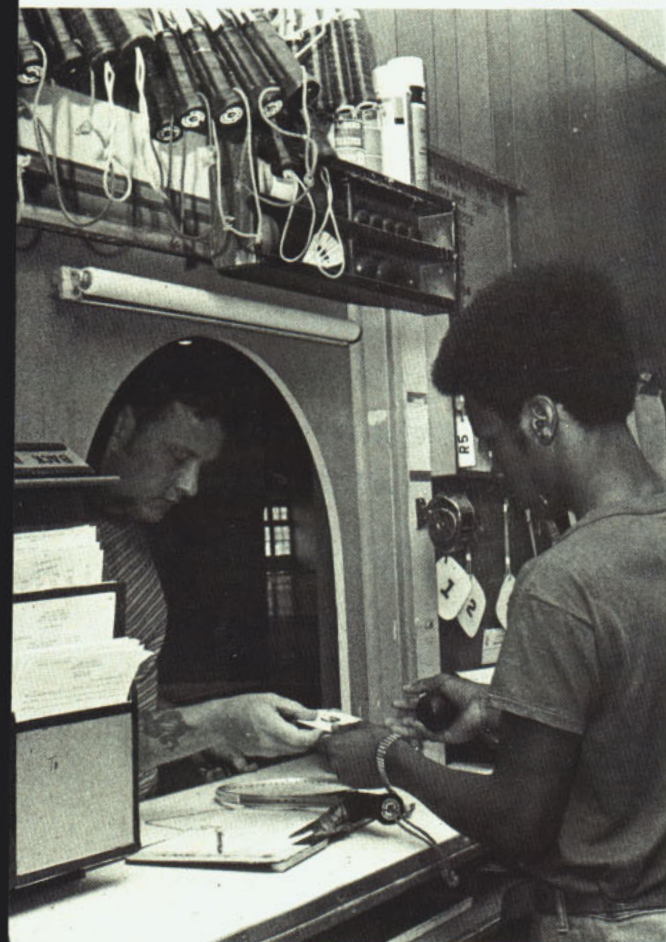
The BuPers survey has added facts and figures to an idea Navy men and women have always had—that Navy recreation is a tremendous bargain. Navy policy-makers are intent upon seeing that it continues to be a tremendous bargain. That's not an easy task when you consider rising prices and the projected cut in some sources of Special Services' funds. To maintain the recreation program in the future, it will be necessary to do some economic trimming. The choice is between closing some parts of the program at some bases, or increasing the fees for some activities.

The choice is obvious. Since the fees charged by some activities are far below those of the civilian competition, a price increase makes sense. But it makes sense only in light of the Navy's commitment to keep Navy recreation a bargain.

The BuPers survey will help keep that commitment because it pointed out that the needs and interests of Navy people are so diversified, every effort should be

Military dependents get out on the golf course . . .





If you don't own equipment, you can check it out.

... or head for the water.



made to keep existing categories operating and even expand them, even if that calls for an increase in fees to do so.

Mark Twain once described work as "something we are obliged to do," and play as "something we are *not* obliged to do." Navy men and women "are not obliged" to use their command's recreation facilities. But the BuPers survey has shown they use and enjoy them in ever-increasing numbers. Anyone for a movie?

Popular Activities

Question: What are the most popular Special Services activities?

Answer: Here they are, in order of usage, according to BuPers recreation survey.

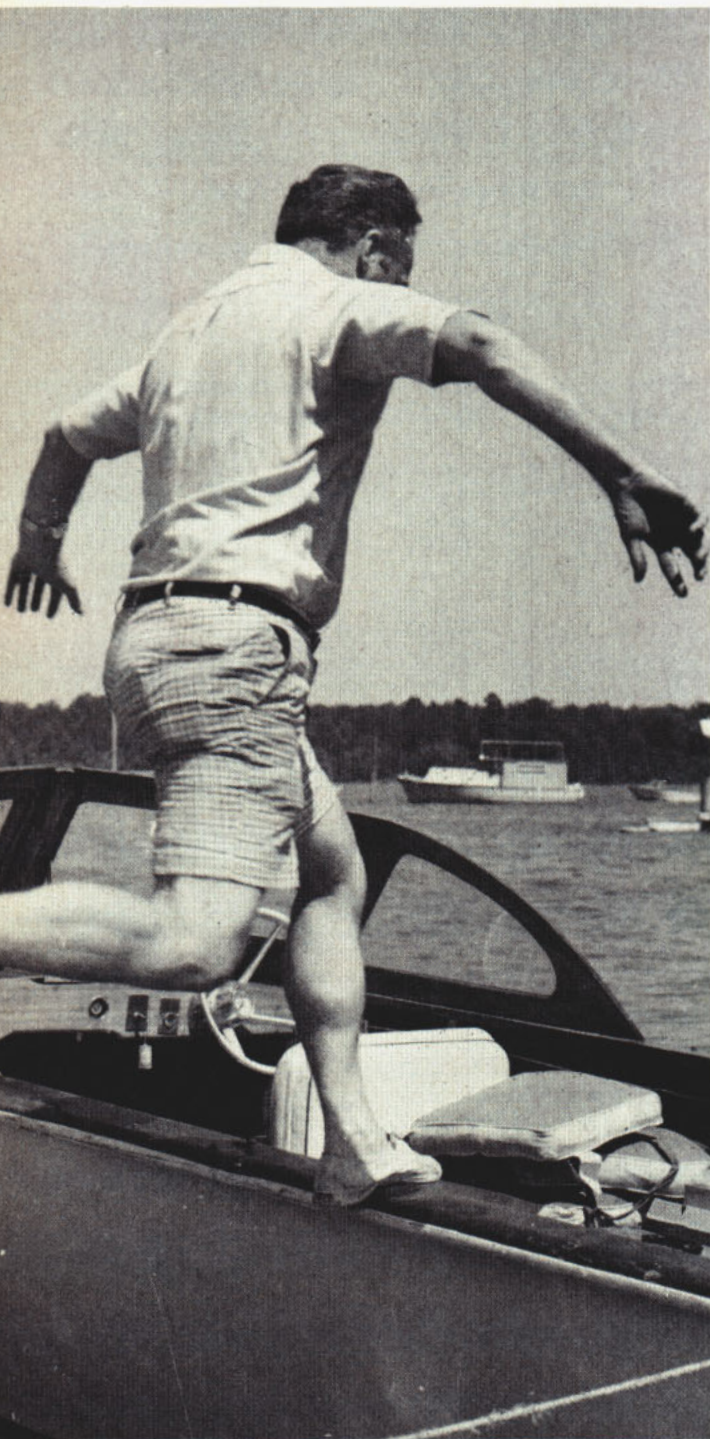
<u>Rank</u>	<u>Category</u>
1	Bowling
2	Movies
3	Other Recreation Services
4	Outdoor Recreation
5	Informal Sports
6	Recreation Equipment Checkout
7	Auto Hobby Shop
8	Entertainment
9	Swimming Pools
10	Organized Sports
11	Dependent Services
12	Crafts Hobby Shop
13	Boating/Sailing
14	Golf Facilities

Chess Championship

Navy, Marine Corps and Coast Guard chess buffs will have a chance to compete against the top Army and Air Force chess players during the 1976 Armed Forces Bicentennial Chess Championships. The United States Chess Federation, in co-operation with the American Legion and the Department of Defense, will sponsor the 16th annual event in Washington, D.C., September 10-17.

During the 12-round championship, every member of the Sea Services team will play every other member of the Air Force and Army team. The highest scoring team will be awarded the Thomas Emery Memorial Trophy and the highest scoring player will receive an "Outstanding Player Award."

Boating



Safely Skim or.... Sink and Swim

By JO2 Dan Wheeler

Comic strips are filled with funny boating accidents—the weekend sailor getting underway with the hook still in the drink, or Brutus' boat sinking lazily into the brine while an elated Popeye chortles ashore. In real life, though, boating mishaps are not a laughing matter. Last year, 1466 Americans died because some people thought boat safety was a joke—or they just didn't think.

This year more than 50 million Americans will become weekend sailors; 18 million will be small craft operators. Of those at the helm, more than 10 million have not taken a single boat safety course and have little, if any, boating experience. Their inexperience and certain seasoned operators' foolhardiness will kill or injure hundreds of pleasure boaters again this year.

Jumping a wide breach between the dock and boat is one of the many causes of accidents and injuries to boatmen trying to get underway. Approach boating enthusiastically, but slow down and use common sense. (Official USCG photo.)



A USCG Boating Safety Detachment Team checks out a pleasure craft for violations of Federal boat safety regulations. (Official USCG photo.)

"Accidents don't happen by accident," says the National Safety Council. It and many boating organizations as well as civic groups are doing their best to curb fatalities by offering free boat safety courses to the public. The largest of these, the U. S. Coast Guard Auxiliary, offers several boating courses on fundamental and advanced skills in both power boating and sailing.

The Auxiliary also offers boaters a Courtesy Motorboat Examination (CME) which is a free check of safety equipment on board. Boats passing this exam receive the CME decal indicating that, at the time of examination, the boat not only met federal regulations and safety-related equipment requirements of the state in which the examination was conducted, but also satisfied Auxiliary requirements that may go considerably further in some cases. (For information about CMEs or boating safety courses, contact your local Auxiliary flotilla or the nearest Coast Guard unit.)

The United States Power Squadrons also sponsor safety and operator lessons for pleasure boaters. Classes begin nationwide in January and September. Information concerning Power Squadron classes in your area can be obtained by calling toll free 800-243-6000 (in Connecticut call 1-800-882-6500). Additionally, the American Red Cross, Boy Scouts of America, and state boating authorities offer instruction.

With all these free lessons available, there's no excuse for boarding any boat without benefit of small craft

education. Even if you're an "old salt" who knows "everything" about boating, you have a chance to brush up—and learn.

Rules of the Road

Among the first things you'll be taught are the "rules of the road." Daytime pleasure boaters are directly affected by only a few nautical traffic regulations, most important of which is the "burden and privilege" concept. Disregard it and you may find yourself swimming instead of skimming.

First the definitions, then the applications:

A *privileged* vessel has the right-of-way and *must* maintain her course and speed. When your vessel is privileged, don't jostle the jib by suddenly becoming a polite, defensive driver. It's not the time to slow down, stop, yield or change course.

The *burdened* vessel has no privileges and is obligated to stay clear of privileged vessels by slowing, stopping or going astern. She is obligated to operate defensively and is directly responsible for damages if she fails to do so.

The privilege/burden concept is based on common sense, so it doesn't excuse you from exercising prudent

judgment. If a collision is imminent, do anything to avoid it whether your vessel is privileged or burdened. The basic concept is to prevent accidents, not cause them.

There are four types of vessels automatically privileged because they are less maneuverable than engine-powered small craft. They are:

- All sailboats operating solely under sail propulsion. A sailboat remains privileged until it attempts to overtake a motorboat, then it becomes the burdened vessel and must steer clear while the motorboat maintains course and speed.

An important point to remember here is every boat becomes burdened when it attempts to overtake another. When sailboats come within close proximity of each other, a different set of rules governs their actions. These are enumerated in any boating course and should be memorized before you take to the water under sail.

- All unpowered craft such as rowboats, kayaks and canoes are privileged. When boating near these, especially while operating much larger boats, use caution—

right-of-way when leaving the slip. A boat getting underway from mooring must always wait until the immediate way is clear.

In all other instances, determining burden and privilege is usually a matter of position. Think of the ship's bow as being in the 12 o'clock position. Every boat approaching from 12 to 4 o'clock is privileged. All vessels situated clockwise from 4 to 12 o'clock are burdened.

These rules enable a boater to predict accurately how his fellow skippers will maneuver and are designed for your protection. Learn and abide by them.

Loading the Boat

Your brother-in-law, his six kids, your uncle, aunt and best buddies want to pile into your new 16-footer . . . together. What do you do? Two choices—insure your boat rather heavily, or learn the proper way to load. Do only the first and the Coast Guard will teach you the second—if you're afloat when they find you.



you are responsible for your wake and it could capsize the smaller craft.

- Commercial fishermen with their nets out always have the right-of-way. Steer clear. An oversight here means propeller-entanglement in a fishing net. Not only will you purchase a useless tangle of small stuff from an irate fisherman, but you'll probably be buying yourself a new engine.

- The last category of privileged vessels are commercial ships such as tankers and freighters. Don't argue about the right-of-way with one of these—they take four to six miles to come to a complete stop and a mile to make a 90-degree course change. Graciously accept the burdened role and get out of the way.

Additionally, a motorboat is always burdened, regardless of size or propulsion, when approaching another boat head-on. In this case, however, both steer to pass portside to portside. Starboard to starboard is permitted when both skippers understand (by whistle signal) and there is no danger of collision.

If you don't want to be sunk at the pier—nothing like it to ruin a day of boating—you'd better yield the

Never ride the bow of a pleasure boat—or any other place not designed for seating—especially while drinking alcoholic beverages. A spill here could result in serious injury or even death. (Official USCG photo.)

The number of people you can stuff in a boat is not an accurate indication of its seating capacity, so most manufacturers specify on an attached plate the maximum safe load. The plate also indicates the number of people, weight of each, weight of engine, gear and fuel allowed. These are recommended loads in fair weather and don't relieve the skipper of responsibility for exercising prudent judgment as weather conditions may dictate.

Some vessels don't have a capacity plate. If yours doesn't, use this rule of thumb to determine how many persons you can safely carry: multiply the overall length by maximum width and divide by 15. The result, or the next smallest number if a fraction, is the maximum number of passengers, weather permitting.

Other important rules to remember are: distribute the load evenly and keep it low; don't permit standing in a small boat; and, of course, never overload.

Pre-Underway Checklist

A short pencil is always better than the longest memory, so write out your pre-underway checklist. Then use it. It's an onerous task but it sure beats rowing back to the marina for the spare fuel you left on the pier.

Topping the list will be life preservers. Every passenger must have one which is Coast Guard approved and should wear it whenever the water is rough. Of course, nonswimmers and children should wear lifejackets at all times.

The number and type of flotation devices required vary according to boat size. Legal requirements specify only the minimum acceptable. Be safe regardless of your boat's size. Have lifejackets on board capable of holding an unconscious person's head above water. Also carry flotation cushions that can be tossed to a person accidentally in the drink.

Ensure that at least one Coast Guard-approved fire extinguisher is on board—size of vessel dictates the number required. Before departing, show each passenger how to operate extinguishers and where they are stowed.

For obvious reasons, check the weather forecast. A day that promises early afternoon thunderstorms and

50-knot winds is a poor day to go pleasure boating.

Flares and bailing devices are also important especially if you're caught at dark in a sinking boat with a tired engine. Prepare for emergencies on the water before they happen—you can't walk to shore.

Don't start the engine if fuel vapors are present. Gasoline fumes are highly volatile and should be treated with the same respect you'd give a stick of dynamite. If vapors persist after you clean any spilled fuel, check fuel lines, tanks and engine for leaks. Needless to say, don't smoke while refueling. A couple of quick drags is a paltry price to get for your life.

Check the fuel supply. Unless refueling stops are planned, you'll need enough for the round trip.

Stow all gear and line properly before leaving the ship or launching from a trailer, and keep the boat free of debris. Many boating mishaps are caused by people tripping on improperly stowed gear. Also along the same line, all passengers should wear deck shoes—soft rubber soles with nonskid bottoms—to reduce the chance of falls.

Finally, leave a float plan with a responsible friend or marina employee before embarking. Few things are as frightening as being lost or disabled at sea knowing that no one is searching for you. The float plan prevents this from happening by listing identification data that can be used to locate you if you are overdue. It should include a description of your boat, number of passengers, destination and proposed route, and expected time of return. If you fail to show, the Coast Guard will be alerted, so be sure to notify the holder of your float plan when you do, in fact, return.

It is strongly recommended that you contact your nearest Coast Guard unit or Coast Guard Auxiliary and get a copy of CG-290 "Federal Requirements for Recreational Boats." This free booklet will explain in detail all safety precautions mentioned above. (→)



Above: This man is getting ready for a blast—cigarettes and fuel don't mix. (Official USCG photo.) Right: One of the most common causes of pleasure boating casualties is overloading, as depicted here. To compound the boating safety violation, none of the passengers is wearing a personal flotation device. (Official USCG photo.)



Emergencies at Sea

Navy ships regularly hold damage control, man overboard and abandon ship drills—you should do likewise or at least have an emergency plan. It's the skipper's duty to make sure every guest knows his job if a disaster strikes, so each should be thoroughly briefed before leaving the pier.

The most dreaded of all emergencies at sea is fire. If a fire starts, no matter how large or where, the first

work since the space is enclosed. Always try to cut off the fuel supply first and then don't spare the extinguisher—gasoline burns at three times the temperature it takes to melt lead, so you'll only get one chance. If the fire cannot be extinguished quickly, abandon ship and swim away from the boat. An explosion is likely.

For other fires, try jettisoning burning material. If this can't be done, use extinguishers or water. Water can be used on even low-voltage, direct-current small boat systems whether power has been disconnected or not. Don't, however, throw water on a high-voltage system without first disconnecting power, except as a last resort.

If possible, signal for help with a flare or by radio. Coast Guard patrol boats are constantly on the lookout in major boating areas for vessels in distress. When signalling by radio, speak clearly and calmly while giving your position, description of craft, number of passengers, type of emergency, assistance required, and extent of injuries, if any.

A man overboard is not as dramatic as a fire at sea, but just as deadly and shouldn't be taken lightly. People frequently fall overboard when seas are calm. It happens when fishing, changing seats, or just horsing around. They also fall during bad weather when waves are high and troughs are deep. Under the best of conditions a man overboard is hard to see, but during inclement weather fast action is essential.

First, swing the stern away from the victim to reduce

Below: USCG patrol boats are always on the lookout for boaters in trouble. Here, a stranded boater hails a patrol craft. (Official USCG photo.)

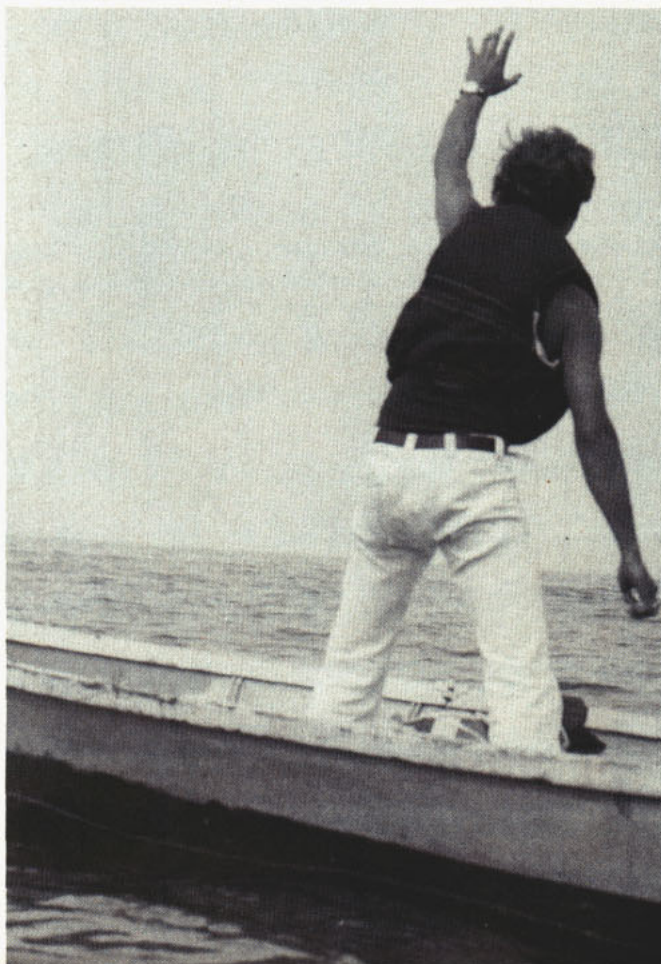


Above: This accident could have been prevented by use of a boat safety check list. These brave fellows got underway with the boat plug out. When those on board noticed the vessel taking on water, all moved aft causing the boat to sink. (Official USCG photo.)

consideration is always people. Immediately turn the boat so that flames blow away from passengers. Get everyone windward of the flames with lifejackets on.

In case of outboard engine fire, first cut off the fuel supply. (This is done automatically in most modern outboard engines.) Fire extinguishers will probably be ineffective since chemicals and foam will blow away or at best form a weak seal. Instead, smother the flames with a wet blanket or clothing, then keep the engine covered to prevent reignition. If this doesn't work, abandon the vessel.

On inboard engine fires, extinguishers will probably



Know Your Responsibilities

the chance of propeller wounds. Next, throw a flotation device close to the man in the water. Don't try to win a teddy bear by clonking him in the head—he could get knocked out and drown. Approach from downwind and then move alongside for pickup. Stop the engine in gear to prevent propeller motion and possible injury. Recommended procedure for coming aboard a small boat from the drink is by way of the stern or bow to prevent capsizing. The engine should be stopped, of course.

Except in case of fire, you'll probably never be forced to abandon a small craft. Most have built-in flotation which prevents sinking even when filled to the gunwales. If your vessel remains afloat, stay with it. If capsized, sit on the hull or cling to the sides.

Keep in mind that distance over the water is deceptive and usually much greater than your estimate. Resist the impulse to swim to shore unless the distance is obviously short. If you filed a float plan, help will be coming.

Each of these mishaps is usually avoidable by using common sense. Don't allow passengers to ride on parts of the boat not designed for sitting—bow, gunwale and seat backs are especially dangerous. Post an alert lookout to spot hazards in the water. Ensure that firefighting equipment is in good working order. Make sure you carry an anchor and sufficient line to assure a good hold in a blow. Don't leave anything to chance.

Take the time to learn about one of America's fastest growing family pastimes by enrolling in one of the boat safety courses available at many Navy bases. Don't trust your life to luck when it comes to boating—trust your seamanship!

Every Navy man and woman knows a ship's captain is responsible for the safety and welfare of both his crew and his vessel. In the event of a mishap, the skipper is held accountable for all damages and can be prosecuted if negligence on his part caused the accident.

What many Navy men and women do not know, however, is the "captain" of *any* vessel, whether a 12-foot motorboat or a 40-foot cabin cruiser, is legally accountable for its proper operation and for the safety of the crew. All boating safety responsibility begins and ends with the skipper. Unfortunately, records indicate that captains of small craft are directly at fault in most accidents involving small boats.

To avoid becoming an accident statistic or the defendant in a costly law suit, you should know exactly what responsibilities are assumed when you venture out into the deep as the captain of your own vessel. In addition to possessing a thorough knowledge of the "rules of the road" and traditional courtesies, the skipper is responsible for:

- Ensuring that small craft are not loaded beyond their labeled capacities or powered beyond safe limits. Either infraction is dangerous and together account for the majority of fatalities.
- Knowing probable weather conditions and possessing adequate knowledge of boathandling to navigate his vessel safely in the anticipated weather.
- Training his crew to perform required tasks, and for training at least one other person to operate the vessel in case he is injured or incapacitated.
- Knowing each of his guest's abilities, his health, and informing each concerning shipboard rules and operation of equipment.
- Being aware of the provisions of the Federal Boating Act of 1971 which require him to assist other boaters in trouble if he can without endangering his own craft, and to stand by until help arrives. Under this law, the skipper, in most circumstances, is free of legal action when acting as a "good Samaritan" unless negligently responsible for injury or death.
- Ensuring that all legally required safety equipment is aboard. He is not absolved of this responsibility even if the vessel is a rented boat.
- Knowing the positions of all boats within the immediate area, and keeping a constant watch on their maneuverings to avoid collision.

In turn, the crew also has responsibilities. They must learn the duties assigned them, promptly carry out orders, follow routine rules in force while aboard, and abstain from giving unasked advice concerning the operation of the boat.

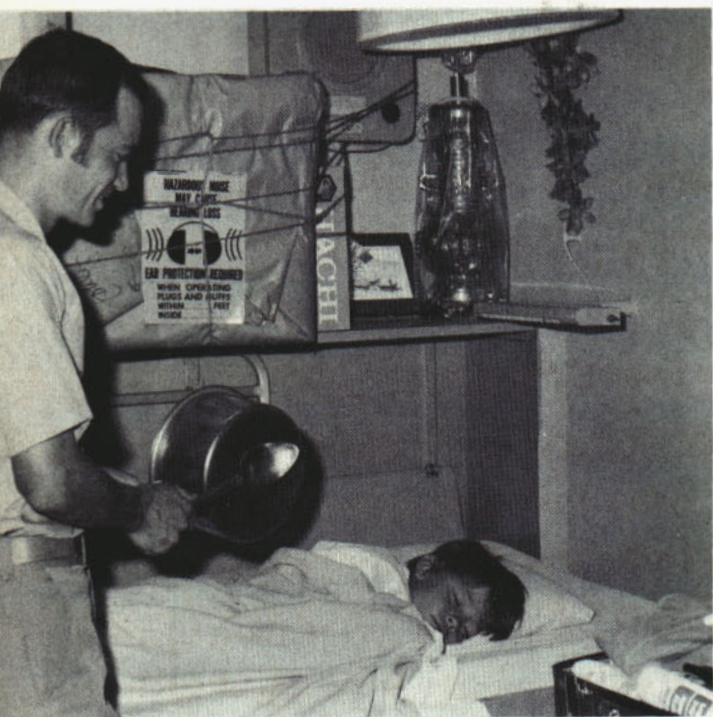
Whether you're the captain or part of the crew, following these guidelines will ensure that your voyage is not only pleasant but also safe.



WHAT A WAY TO GO:

Operation Tiger

Photos by PH3 Debbie Pratt and PHAN Rick Stora.



"What's your dad do in the Navy?"

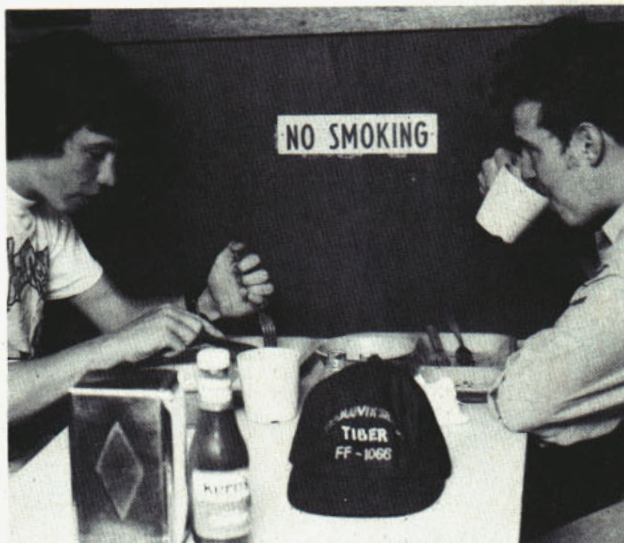
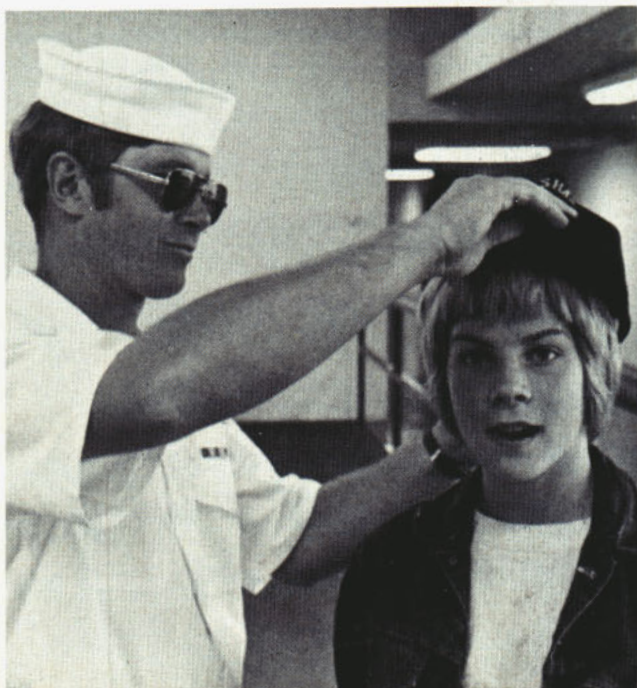
"Well, he drives the ship and shoots the guns and, uh—well, I don't know. A lot of things."

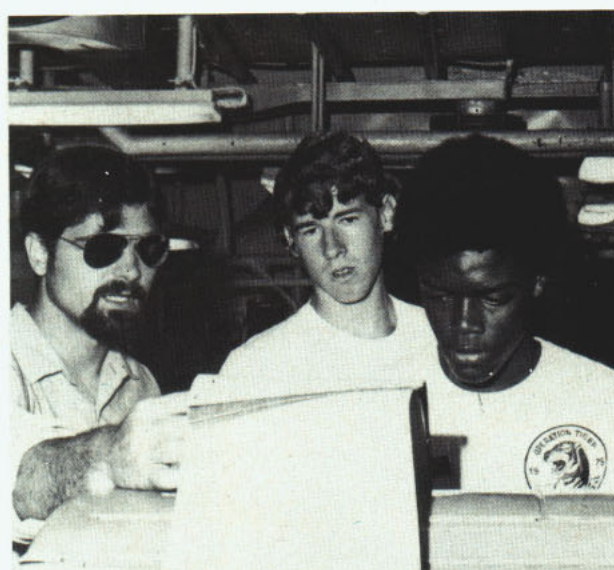
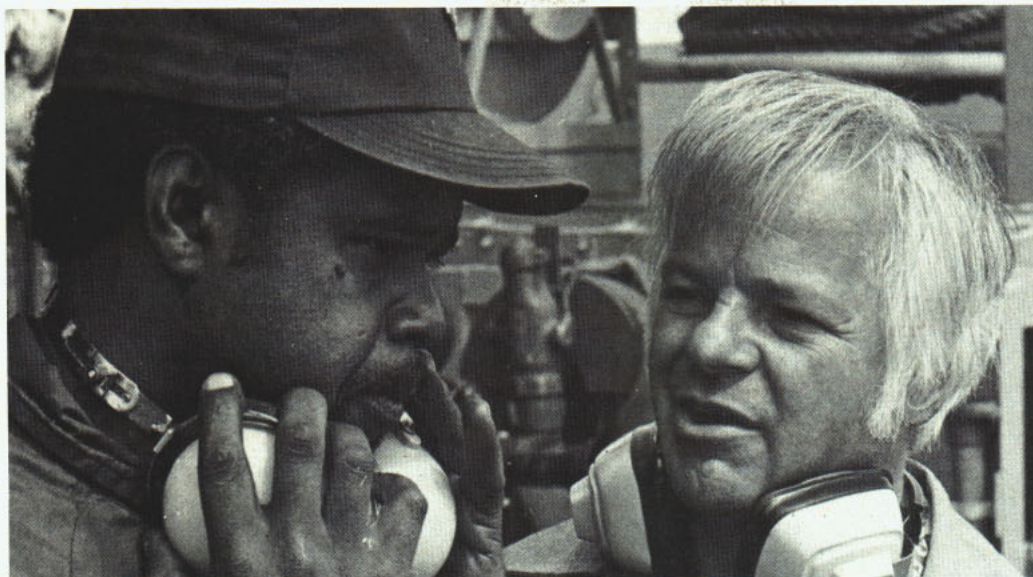
If he were a Tiger he could tell his friend *exactly* what his dad does in the Navy.

Operation Tiger is a show and tell and do cruise for male relatives of crewmen serving in Pacific Fleet ships which are returning to the U. S. from a WestPac deployment. But it's more than just another day-long dependents' cruise. These dependents, called "Tigers," meet their sponsors' ships in Pearl Harbor, and go aboard for the last leg of the journey home to the West Coast.

Although the typical Tiger is between eight and 18 years old, there is no upper age limit. According to Commander J. R. Kight, commanding officer of USS *Shasta* (AE 33) "Our youngest Tiger was eight-year-old Scott Moore, son of Chief Machinist's Mate Herbert Moore. The oldest was 67-year-old Arthur Harris, father-in-law of Chief Electrician's Mate Kenneth Bod-

Left: The exec of USS *Marvin Shields* (FF 1066), LCDR John Zohlen holds reveille on his son, Peter. Bottom left: BM3 Dave Pelowski presents a USS *Shasta* (AE 33) ball cap to his brother, Dennis. Below: Ken Kline breakfasts with his brother, EW3 John Kline.





Top: Tiger John Kight, brother of the Shasta's CO, discusses gunnery with GM1 George Brown. Above: Carrier Air Wing 15 aircraft from USS Coral Sea (CV 43) fly by in formation. Top right: Shasta Tigers arrange tour at Waikiki. Right: USS Enterprise (CVN 65) sailor explains teletype machines to two Tigers.



kins. By the time we reached our home port, both were ready to enlist."

Generating such enthusiasm is the whole idea of Operation Tiger. It shows Tigers what their Navy sponsors do by giving them a taste of life at sea in a Navy ship.

On their first day underway, Tigers usually tag along behind their sponsors as they go about their daily shipboard duties. But from the second day on, Tigers discover there are many other things to do. They have a variety of activities especially planned for them such as tours of the ship, cookouts on the fantail, small arms firing, skeet-shooting and just relaxing in the crew's lounge.

They also stand watches alongside their sponsors and take a turn at the helm. If drills are conducted, Tigers go along with their sponsors to general quarters, don life jackets, helmets and gas masks, or unreel fire hoses.

"Ashore again," said CDR Kight, "Tigers can hardly wait to begin relating their new experiences to their relatives and friends. They consider themselves full-fledged sailors and they want the world to know it. The firsthand account most of them give of the cruise is the best type of recruiting the Navy could get."

If you ask a Tiger, "What does your dad do in the Navy?" stand by for a long, enthusiastic sea story.

Left: BM3 Frahm tells sea stories to Tiger Pelowski. Below: Tiger Billy Smith receives a lesson on the M-60 machine gun from GM1 George Brown.





Above: LCDR Chuck Raysbrook, OIC of HSL 35's detachment aboard Shields, shows his son, Peter, a LAMPS helo. Below: Shasta Tigers visit the Pearl Harbor submarine base. Right: Matthew Vale takes helm while brother, PC3 Cameron Vale, and QM3 Harry Newton observe.





Getting a Glimpse of Navy Life

From Reveille to Taps

Story and Photos by JOC Joe Sarver

In the mist of morning grogginess it took them a few minutes to recognize their surroundings. As they sat up and rubbed the sleep from their eyes, they realized it wasn't their room. It was 6 o'clock in the morning! And, what on earth is Reveille?

Then it hit. This wasn't Philadelphia. This was Norfolk, and this was the Navy.

The 46 young men from Murrell Dobbins Vocational-Technical High School in Philadelphia quickly rolled from their bunks, dressed, and made their way to the dining hall for breakfast.

No, they weren't in uniform—but some were thinking about it. And it wasn't hard to feel like sailors when everything around them was Navy—from the coffee to the chief petty officer seated at the next table.

They were on a tour of the many Navy facilities in Norfolk—a tour which would give them more than just a glimpse of Navy life.

The tour was the idea of one of their teachers, Bernard Gurley, an instructor in refrigeration and air-conditioning. An in-depth visit with some of the Navy's technical and repair facilities, reasoned Gurley, would really give the students a firsthand look at the various occupational fields for which they were training.

The Navy Recruiters at the Philadelphia Recruiting District thought so too.

"In all honesty," says Gurley, "I thought I'd be brushed off. But when I approached the recruiters with



Left: Murrell Dobbins students learn about Navy helicopters during a visit with Helicopter Mine Countermeasures Squadron 12. Right: Students board submarine tender USS L. Y. Spear (AS 36) to tour the machine and repair shops.

the idea they picked up the ball and ran with it."

Running with the ball for the Navy and for the school was Chief Machinist's Mate Clarence Brooks, also a Philadelphian, and a Navy recruiter there.

"We thought the indoctrination tour was a fine idea," said Brooks. "We were able to swing the funds for transportation and the naval station housed us but, of course, the students paid for their meals and their entertainment."

Soon plans were made and parental permission slips were signed and submitted. Before they knew it, the students were arriving by bus at the sprawling Norfolk naval base.

"It was too late in the afternoon to do any touring that day," said Chief Brooks. "But there was little time for the group to become bored. The students took advantage of the enlisted dining hall, the base movie theater, the gym and many of the recreational facilities. Several of the guys play varsity basketball for Dobbins, so they headed for the gym for a pick-up game with some Navy shooters.

Bright and early the next morning the high schoolers received their first taste of Navy life. Even seasoned salts of the sea service quickly learn to dislike—reveille!

By the time they finished breakfast the students had dispatched the cobwebs, along with their hunger, and were ready to begin the day's activities.

First stop was the submarine tender USS *L. Y. Spear* (AS 36). *Spear* is a supply and repair ship for Atlantic Fleet submarines operating out of Norfolk, whose "main armament" includes machinery and electrical and instrument repair facilities.



Above: Murrell Dobbins alumnus CDR Tony DeMarco talks with students Alphonzo Lee, left, and Leroy Williams. Below, students check out a machine shop aboard *Spear*. Right: Navy Recruiter, Aviation Machinist's Mate 2nd Class Al Smith explains the mission of the submarine tender.





It was exactly what the students wanted to see. Since the school trains young men and women in industrial fields, the order of the day was "shop talk."

For Commander Tony DeMarco, himself a graduate of Murrell Dobbins, who is stationed in Norfolk, "this was not a standard shipboard tour. When I heard what group was visiting, I had to come down and meet them myself."

CDR DeMarco compared this tour with others. "Usually," he said, "students are interested in such things as the ship's guns, how fast a ship can travel, and 'Where do you drive the ship from?'"

"Certainly, these students were interested in those things, too, but they were more interested in answers to questions like, 'Do you have a foundry on the ship?' 'How many machine shops are there?' and 'Do you have any instrument repair shops?'"

"I was besieged with questions," he said. "They wanted to know why I chose the Navy, how many years it took me to become a commander, what I did in the Navy, what my ribbons meant, and even, 'Are you the captain of this ship?'"

Upon leaving the tender, the students boarded buses once again, bound for the Naval Amphibious Base at Little Creek.

Visits the following day included Norfolk's Antisubmarine Warfare Training Center, an aircraft maintenance shop at the Norfolk Naval Air Station and a demonstration of minesweeping operations.

"This has been great," said Chief Brooks. "Several of the Murrell Dobbins seniors have already decided to enter the Navy and will be doing so soon."

Whether they do or not, all 46 now have a clearer picture of Navy life—from reveille to taps.

More 'Oldies but Goodies' for Navy Film Fans

The Navy Motion Picture Service, in response to demands for more classic films (see ALL HANDS, December 1975) has obtained 64 new "oldies but goodies" for Navy fleet and theater use. This bicentennial film program, which covers much of America's 200-year history, makes classic films available on a direct request basis from NMPS.

Included are biographical treatments of some of America's greatest figures in science, music, sports, finance, show business and politics.

Across The Wide Missouri (C) (1951).
An American Romance (C) (1944).
Annie Get Your Gun (C) (1950).
American Guerrilla in the Philippines (BW) (1950).
The Babe Ruth Story (BW) (1948).
The Battle of the Coral Sea (BW) (1950).
Battle Cry (C) (1955).
Bend of the River (C) (1952).
The Bob Mathias Story (BW) (1954).
The Bridges at Toko-Ri (C) (1954).
California (C) (1946).
Calamity Jane (C) (1953).
Cheyenne Autumn (C) (1964).
Chief Crazy Horse (C) (1955).
Cimarron (C) (1961).
Deep In My Heart (C) (1954).
Denver and the Rio Grande (C) (1952).
Destination Tokyo (BW) (1943).
Diamond Jim (BW) (1935).
Down to the Sea in Ships (BW) (1949).
Young Tom Edison (BW) (1940).
Edison, The Man (BW) (1940).
The Enemy Below (C) (1957).
The First Texan (C) (1956).
For Me and My Gal (BW) (1942).
Friendly Persuasion (C) (1956).
The Great Moment (BW) (1944).
The Great Victor Herbert (BW) (1939).
Halls of Montezuma (C) (1951).
The Harvey Girls (C) (1946).
The Howards of Virginia (BW) (1940).
Ice Palace (C) (1960).
In Harm's Way (BW) (1965).
The Iron Mistress (C) (1952).
Jim Thorpe - All-American (BW) (1951).
The Kentuckian (C) (1955).
Life With Father (C) (1947).
Lillian Russell (BW) (1940).
The Lone Star (BW) (1952).
The Magnificent Yankee (BW) (1951).
Many Rivers to Cross (C) (1955).
Meet Me in St. Louis (C) (1945).
Men of the Fighting Lady (C) (1954).
Mister Smith Goes to Washington (BW) (1939).
Night and Day (C) (1946).
No Man is an Island (C) (1962).
Rails into Laramie (C) (1954).
The Rare Breed (C) (1966).
St. Louis Blues (BW) (1958).
Seminole (C) (1953).
Shane (C) (1953).
Somebody Up There Likes Me (BW) (1956).
Stars and Stripes Forever (C) (1952).
Stars in My Crown (BW) (1950).
The Stratton Story (BW) (1949).
The Gentlemen From West Point (BW) (1942).

from the desk of the Master Chief Petty Officer of the Navy



MCPON Robert J. Walker

Husband-and-Wife Duty

Stationing a married couple together, when both members are serving in the Navy, is not only a complex matching process administered by enlisted detailers, but also is a matter that has become increasingly controversial. The difficulties are compounded when a Navy member is married to someone serving in another branch of the armed forces. As the number of enlisted women in the Navy has

increased noticeably—from about 5000 in 1971 to more than 19,000 this year—the number of married enlisted women has correspondingly increased to its present level of about 4044. This figure represents the number of Navy women married to members of the Armed Forces (including those married to Navymen.) While the Chief of Naval Personnel, working through cognizant detailers, has made every effort to assign these married couples to the same command or geographical locale, this is not always possible.

We should remember that when a man or woman enlists in the Navy, he or she is given no contractual agreement guaranteeing duty assignment with a spouse. Keeping this in mind, with affairs of the heart being predictably unpredictable, marriages nonetheless do occur between service members; thus, the difficulties involved in their being stationed together cannot be ignored.

Because of the Navy's mission, it has unique detailing requirements not found in other branches of the armed forces. And, as a result, Navy billet assignments cannot be made simply to send a member to a particular duty station to be with his or her spouse. This would be completely unfair to other Navy members who also desire equal sea/shore rotation opportunity. Also it would produce an unacceptable level of rating/skill mismatches. Therefore, assignments can be made only to open billets that members are eligible for and qualified for by rate, rating, and sometimes NEC. Effecting assignments of Navy husband-wife teams is further complicated by our sea duty requirements. Even if we assign a man to a ship and his wife to a command located in the ship's home port, our ships must deploy and this results in separation.

Another complication has arisen with career rotation patterns for women. Although it is true that women cannot serve aboard combatant ships or units, they are now being assigned in increasing numbers to overseas locations that count as sea duty for rotational purposes. Navy women are now an integral part of our sea/shore rotation system, and must complete prescribed sea tours for their rate and rating. In small rating communities, fewer billets decrease the opportunity for husband-and-wife duty. Considering the diverse manning needs of an organization as large as the Navy, the possibilities for separation are great. Therefore, it must be realized from the start or during a marriage that some separation is unavoidable if you wish to pursue a full career in the Navy. Personally, I have been separated from my wife of 25 years, who is not a member of the Navy, for 12 years in six to 12-month increments. I understand separation from loved ones: husband, wife, and family. I also realize the strain

it puts on a marriage and family ties. Yet, I knew this, as did my wife, when we married. I contend that it has brought us closer together.

How then can Navy members who desire husband-and-wife duty have the best possible chance of getting it? Keep your detailer informed of your personal situation with the submission of an Enlisted Duty Preference (NavPers 1306/63). I know for a fact that few use this form in a timely and proper manner. Early submission and the notation of the desire for husband-and-wife duty in the remarks section can make all the difference in the world when the time comes for your assignment. As soon as you marry another service member, also forward a copy of your marriage certificate, your spouse's name, rate, rating, and social security number to your detailer. Have your spouse do the same. Though these appropriate notification procedures cannot guarantee your duty together, you are giving yourself the best possible chance. Chapter 16 of the Transfer Manual and your personnel office can assist you in this endeavor, as can your Master Chief Petty Officer of the Command (MCPOC) and Command Career Counselor (CCC).

Requesting duty together requires much thought and prior planning. Navy regulations governing transfer state that you may not request husband-and-wife duty once you are in receipt of Permanent Change of Station (PCS) orders. This is also true for an Exchange of Duty (swap) request. A minimum tour of 12 months is also prescribed before a no-cost transfer can be requested. In any case, proper use of a swap can often bring about favorable results for any member who desires duty elsewhere, including those seeking husband-and-wife duty. Where can you learn more about swaps? In your personnel office, from your MCPOC, or from your CCC.

Notwithstanding all the things I have mentioned which may have sounded completely negative, the fact remains that the Navy has been very successful in its efforts to keep married service members together whenever possible. Continuation of this effort will be made by the Chief of Naval Personnel and by every detailer in the Bureau. With your help and cooperation, more successes will undoubtedly follow. Remember again, the Navy's mission must be uppermost, and fair treatment to all our goal in manning the Fleet with the best Navy men and women possible.

So, before you "leap," take a serious and realistic look at your situation and your future in the Navy. Separation will, by the very nature of your chosen occupation or career, be an inherent and always possible factor. I encourage you to make mature and responsible decisions that will enhance your time in the Navy—both for you and for "our" Navy.

● CV READINESS IMPROVEMENT PLAN ANNOUNCED

A new program to improve aircraft carrier material readiness and broaden the opportunities to achieve Surface Warfare Officer (SWO) qualifications, has been established by Chief of Naval Operations Admiral James L. Holloway III.

The program will begin immediately with the selection of eight top-performing SWO/1110 qualified junior officers who will be split-toured from cruiser-destroyer type ships to two-year tours in CV engineering billets. The split-tour program will expand to two officers per carrier per year.

A select group of volunteers (beginning with the 1977 Naval Academy and NROTC graduates) will be assigned to three-year tours in carriers, where it is expected they will achieve SWO/1110 qualification.

At least three junior officers' training billets are being established in each CV to ensure that commanding officers have the needed flexibility to qualify these officers as 1110s during their CV tour.

To reemphasize the scope and importance of the chief engineer in carriers, a formal screening process has been developed to select post-command Surface Warfare Officers and highly qualified Engineering Duty Officers for these billets. The first screening board to select these engineering officers has met, and the results have been approved by CHNAVPERS. The eight selectees will be ordered to ships beginning in October 1976. Screening boards to select main propulsion and damage control assistants are being developed.

Improved fleet material readiness and increased officer professionalism will result from the redistribution of personnel and the training provided under the program.

The CV Readiness Program will be fully implemented by 1977. Details are in NavOp 89/76.

● THIRD SPRUANCE-CLASS DESTROYER JOINS FLEET

USS Kinkaid (DD 965), third of 30 new Spruance-class ships, was commissioned recently at Pascagoula, Miss. These highly automated destroyers require only about 80 per cent of the personnel of similar ships with conventional systems. The first large Navy ships to employ gas turbine propulsion, the destroyers have an approximate range of 6000 miles at 20 knots. Kinkaid is the first ship named for the late Admiral Thomas C. Kinkaid, WWII Seventh Fleet commander.

- FIRST FIRING OF NAVY LASER-GUIDED PROJECTILE

Personnel at the White Sands, N. M., missile range recently fired a Navy five-inch, laser-guided projectile from an Army 155mm howitzer and scored a direct hit on a stationary target more than eight miles away. The test was the first in a five-part evaluation of the projectile developed to enable Navy gunners to have "first round hit" capabilities.

- NEW NATIONAL CEMETERY PLANNED

Construction work on the first new national cemetery in more than a quarter-century began last month on 750 acres near Riverside, Calif. When fully developed, the cemetery will provide some 390,000 additional gravesites.

There are 103 cemeteries in the National Cemetery System. The last national cemetery was opened at Fort Logan, in Denver, Colo., in 1950.

- USS LOCKWOOD MAKES RESCUE AT SEA

The frigate USS Lockwood (FF 1064) rescued six persons recently from a disabled Taiwanese sailboat drifting about 150 miles west of Guam. Distress signals from the 41-foot ketch Ciao were picked up by military aircraft in the area and relayed to Lockwood. When the frigate arrived, the sailboat crew reported damage to the boat's sail rigging and an inoperative engine. Lockwood's motor whaleboat was dispatched to transfer food and water to Ciao. The frigate then towed the sailboat to Apra Harbor, Guam.

- NAVY ALCOHOL SAFETY ACTION PROGRAM TO EXPAND

Eleven major Navy locations are under consideration for an expansion of the Navy Alcohol Safety Action Program (NASAP) scheduled for next year.

NASAP, which handles all alcohol-related civil and military infractions by Navy personnel, provides positive enforcement and correction options to local commanding officers and law enforcement officials. Pilot programs have been operating at Pensacola, Fla., since 1974 and at Norfolk, Va., since January. (See page 56 of the June 1976 issue of ALL HANDS, "Combating the Evils of Demon Rum.")

Sites under consideration for the expansion include: Charleston, S. C.; Jacksonville, Fla.; New London, Conn.; Norfolk, Va.; Orlando, Fla.; Pearl Harbor, Ha.; Pensacola, Fla.; San Diego and San Francisco, Calif.; Seattle, Wash.; and Washington, D. C.

KJCV Newcomer

Comparable in Size to WWII Essex Class

The eyes of the maritime world zeroed in on a newcomer to the high seas last month. The Russian carrier *Kiev*, with a displacement of just under 40,000 tons, entered the Mediterranean Sea on July 19.

First operational carrier of the Soviet navy, *Kiev* is comparable in size to the *Essex*-class carriers of World War II. Two additional carriers are under construction and it is estimated that a total of four will join the Soviet fleet by the mid-1980s.

With *Kiev's* appearance, the Soviets—according to (U.S.) Navy Secretary J. William Middendorf II—expanded from a coastal power to a blue water navy. The carrier could provide the Soviets with a much greater degree of military/political flexibility in response to trouble spots occurring in important areas of the Third World where friendly land bases are scarce.

Kiev has a large variety of guns and missiles for antisubmarine warfare, and for surface and air defense. She has the capability of loading a mixture of helicopters and/or V/STOLs, totaling about 36 aircraft.

The Soviet ship is conventionally steam-powered and is able to attain speeds of over 30 knots.

It is not believed that these new carriers are intended to confront the U.S. Navy's carrier force directly. The



to the World's Oceans



A Soviet YAK-36 jet fighter being recovered aboard the new Russian carrier Kiev. It is estimated that a total of four such carriers will join the Soviet fleet by the mid-1980's.

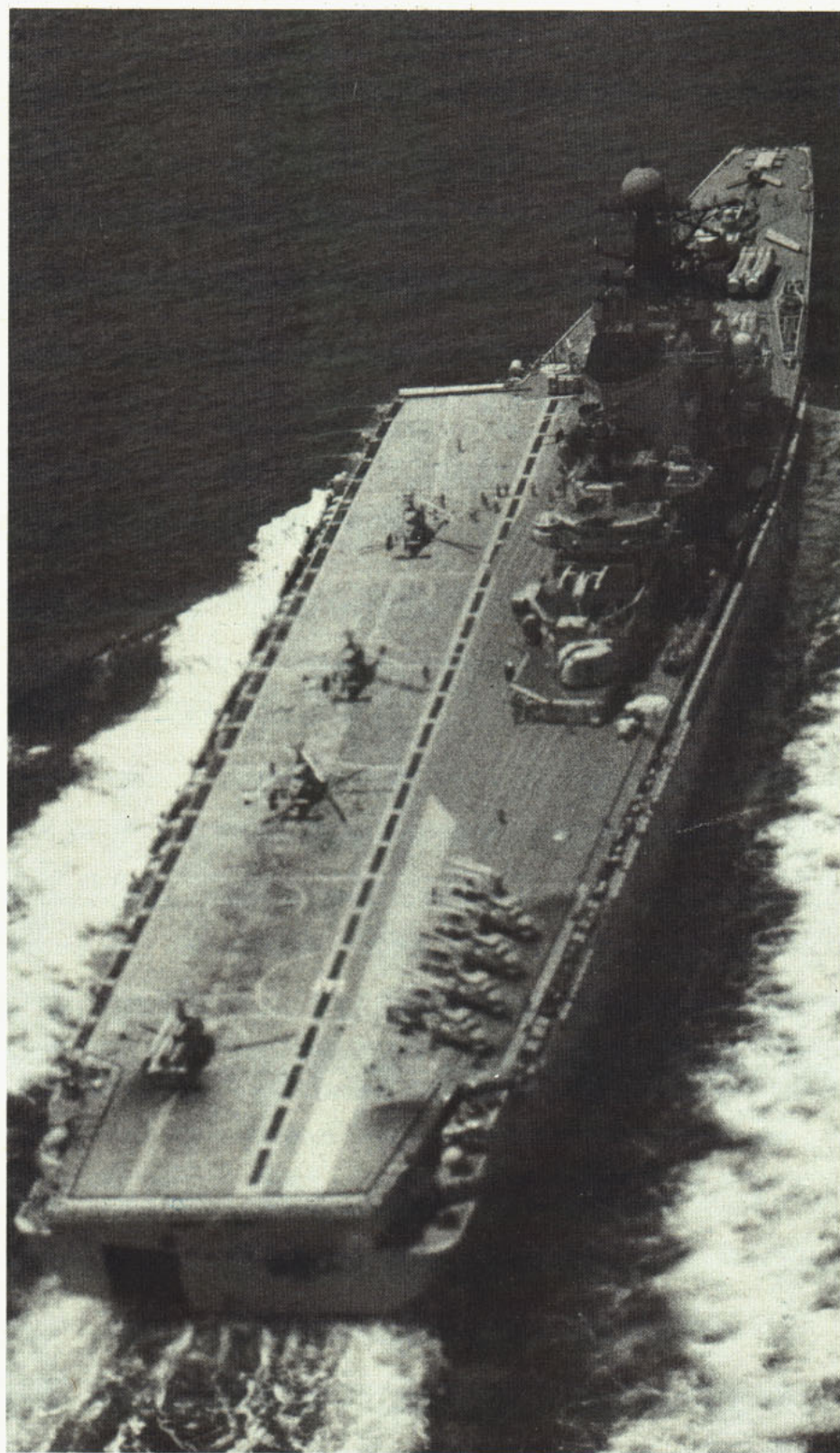
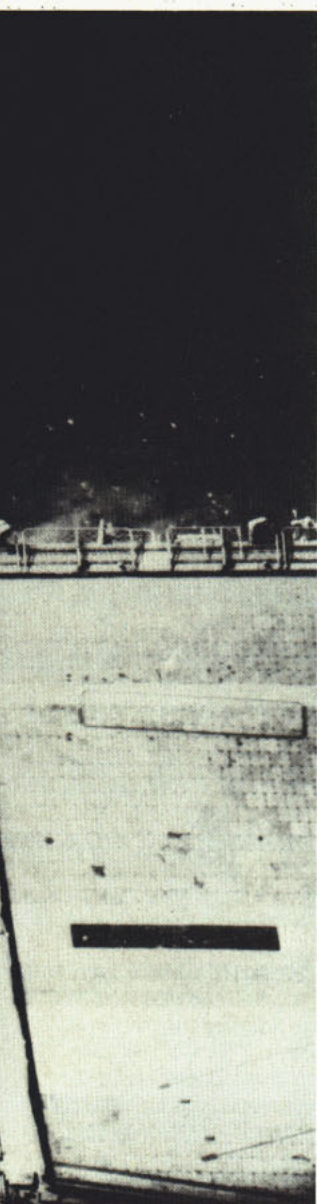


Soviet navy relies on aircraft, cruisers, and a large force of submarines equipped with torpedoes and cruise missiles to attack enemy surface forces.

The Soviet carriers are expected to provide additional antisubmarine protection, air defense and air support

for Soviet forces out of range of land-based aircraft.

Two smaller helicopter carriers, *Moskva* and *Lenin-grad*, have been operating in the Mediterranean for some time. These 18,000-ton ships each carry 18 KA25 *Harmone* helicopters.



What do you do when your throttle is stuck wide open?

By JO1 Tom Jansing

You're flying high. The weather is perfect, and the exercise was 4.0. Time to head for the barn. But then, as you goose the throttle a little to move your A-7 into formation, it all falls apart—your fuel control has jammed at full power. So there you are, at the end of a previously uneventful day, with a runaway plane on your hands. Now what?

Lieutenant (jg) Mike Anderson of Attack Squadron 82 can tell you what to do. That very thing, and more, happened to him.

Anderson was rendezvousing with three other A-7Es off the Florida coast to return to NAS Cecil Field after a tactics training hop. He added power to catch the formation, then began to close on the others too rapidly.

"I retarded power," said Anderson, "But nothing happened. I jiggled the throttle again; still nothing happened.

"I was busy flying the plane and didn't think much of it at the moment," he continued, "until I glanced down at my instruments. Then I realized the fuel control was wide open and I had an emergency on my hands. I immediately informed my flight leader and took the lead from him. The flight split up into two sections and we proceeded toward Cecil.

"My first thought was to get the plane back," he said.

"I tried everything in the NATOPS (Naval Air Training and Operating Procedures Standardization) Manual to get my speed down, but nothing worked. However, I still had 2500 pounds of fuel and that was more than enough to make it to Cecil and land with some reserve. The emergency wasn't too severe at that time."

Emergencies seldom stay simple. This was no exception. Almost immediately, Anderson was told by his wingman, squadron executive officer Commander Tom Mercer, that he had fuel streaming from the plane's tailpipe.

"I still figured it wouldn't be any problem making it back," said Anderson. "More important at this point was controlling my speed."

Twenty-nine miles from Cecil he started a climb from 14,000 feet to decelerate. When he had slowed to 220 knots, he lowered his landing gear and flaps to increase the drag on the airplane. He then "blew" the gear down, using the emergency extension system and cutting off hydraulic power to the normal system. That done, he raised the gear handle (with the gear remaining in the down position) to regain use of the speed brake, which is disabled with the gear handle down.

Again, trouble! The speed brake wouldn't fully extend. At this point, CDR Mercer informed Anderson that hydraulic fluid was blowing out over the plane's belly. Forget the speed brake.

"At 11 miles out I began a 360-degree turn and a slow descent to get set up for a long, straight-in approach. As I rolled out of the turn and lined up for the runway, I noticed a rapid drop in my fuel quantity. I was showing about four minutes' fuel remaining."

At 240 knots and a mile and three-quarters from the end of the runway, he cut the fuel master switch. The engine wound down immediately.

"Just about then CDR Mercer told me, 'Don't hesitate to eject if you see you can't make it,'" said Anderson.

He did make it. With a dead engine (and less than one minute's fuel in the tanks), he touched down in a flawless landing and rolled into the mid-field arrest gear at about 15 knots.

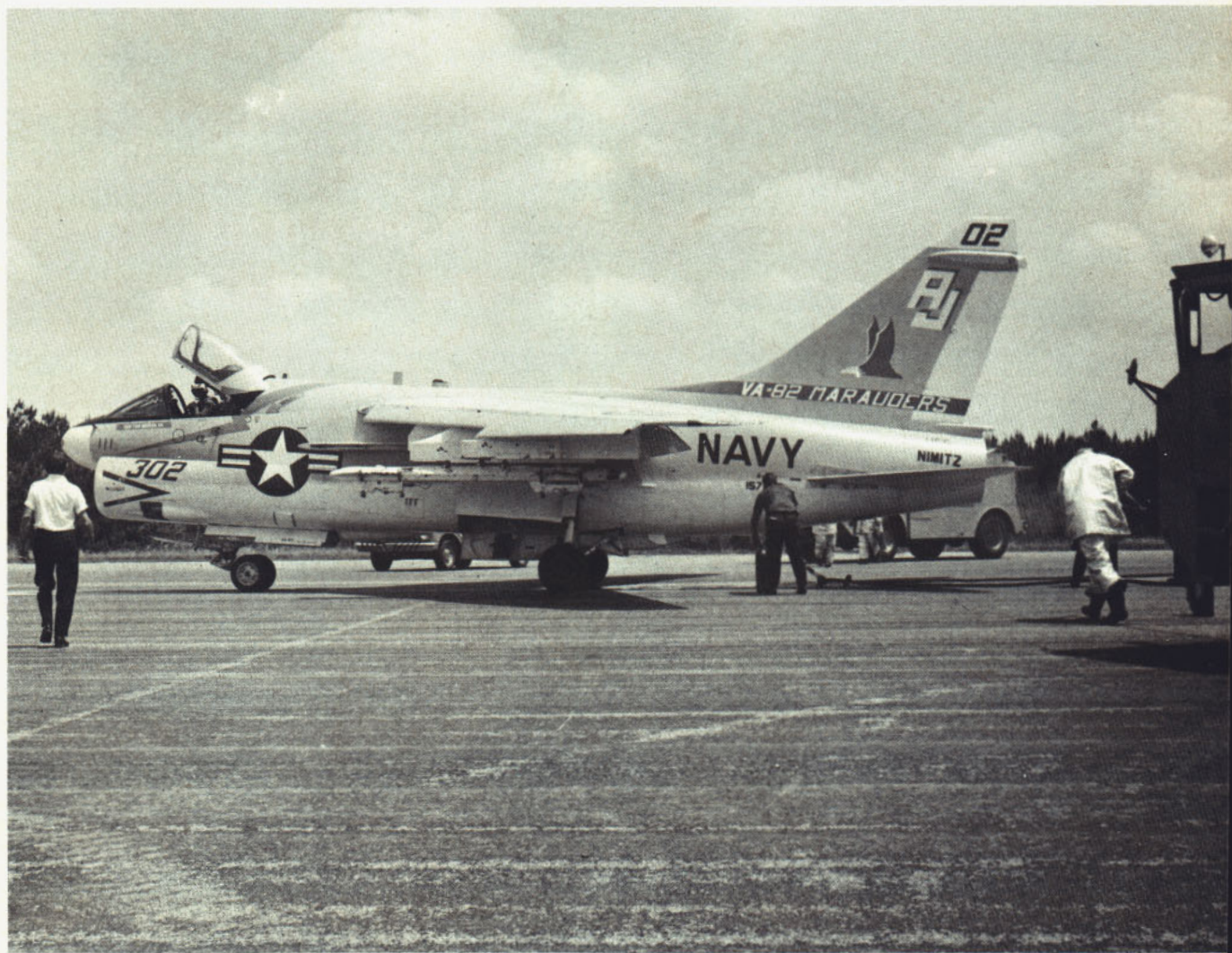
"It was my first real emergency," Anderson noted. "I was fortunate to have an experienced aviator as my wingman. In an emergency things happen fast, especially in a single-seat plane where you're too busy flying to read the NATOPS manual at the same time. The wingman can read it to you and help you along. It's teamwork all the way."

Skill and a good wingman weren't the only things that allowed Anderson to make this outstanding save. Training also played a big part. He had made three simulator flights with stuck throttle landings.

"The first two times the simulator malfunctioned and the throttle just stuck," said LTJG Anderson, "but the third time around I set it up myself to see how I would react in the situation."

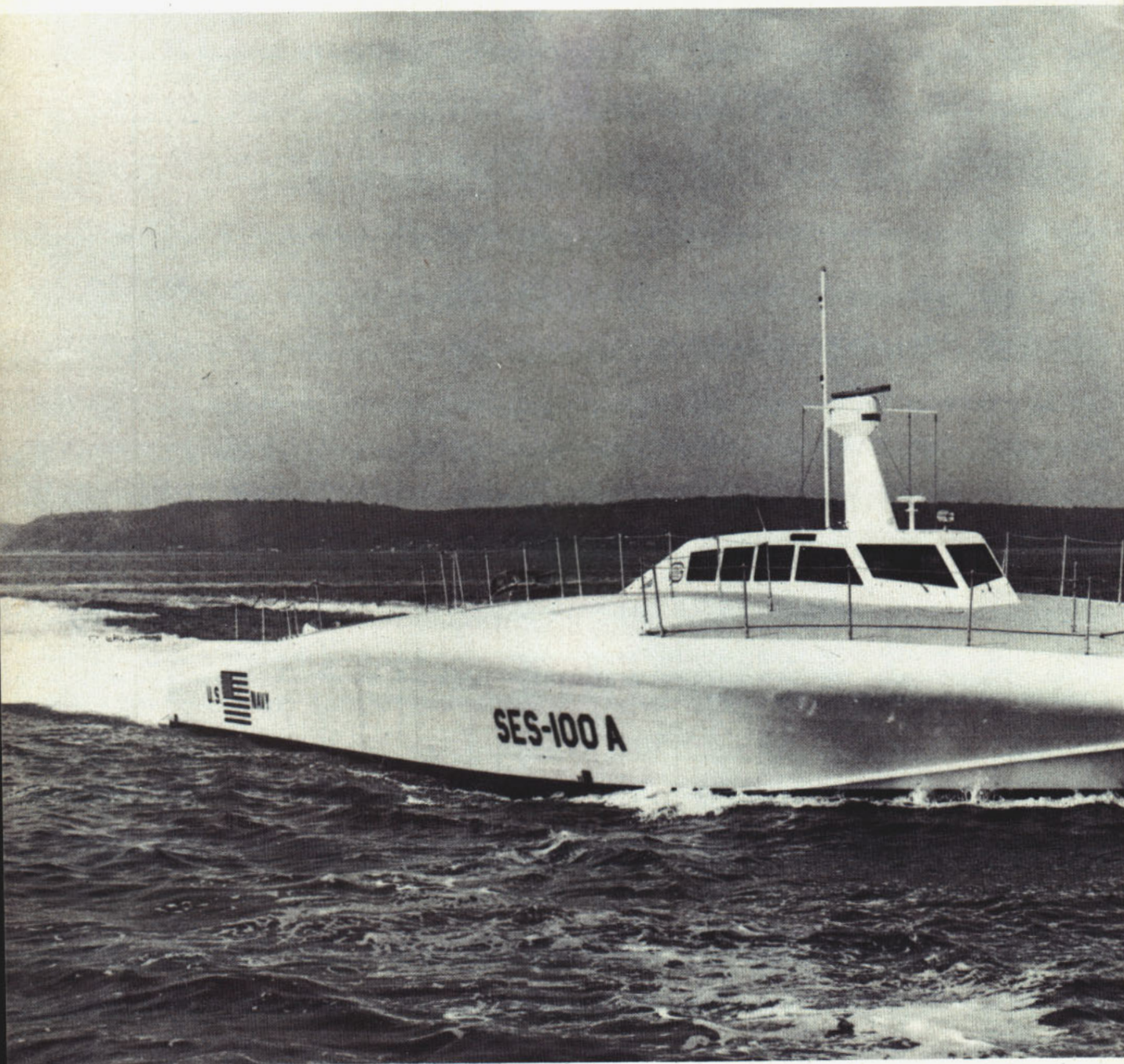
"Those simulator flights were a tremendous help," he said.

For his cool and professional handling of a multiple emergency "well outside of the published numbers," LTJG Anderson was named the Light Attack Wings "Pro of the Year" and the Naval Air Forces Atlantic Fleet "Pro of the Week." He also was presented with an award from the manufacturer of the A-7.



Surface Effect Ship

AIR CUSHION



SHIP

Story & Photos

by PH2 Terry C. Mitchell

It travels three times faster than a conventional warship, can stop within its own length and turn on the proverbial dime. (SES-100B, a sister ship, passed the 100-mile-per-hour mark recently in a trial run off Panama City, Fla.)

Resembling a giant waterborne spacecraft, it delivers one of the smoothest, quietest rides in the Navy today. It is the Surface Effect Ship (SES) 100A, a test ship which glides through the water with the aid of a cushion of air.

I first saw the SES 100A at its horseshoe-shaped dock at Patuxent River, Md. The small aircraft-shaped cockpit looked out of place on the expansive, gleaming white deck. The gray arrow, painted the length of the ship, made it look fast even while lying still.

Ship skipper Lieutenant Commander Ed Carlson introduced himself. "Let's get a cup of coffee and I'll give you a brief rundown on how the ship works," he said.

Coffee steaming in the morning's coolness, we walked along the pier. "Actually this craft is a hybrid of aircraft and marine technology," he began. "The hull is shaped much like a catamaran, only the designers added a bow and stern seal. That black rubber you see in the bow is the bow seal. Under that seal are many more rubber bags, each one individually inflatable."

He stretched his arm out with his palm down, fingers dangling to illustrate his point. "Imagine my fingers are the individual bags," he said. Moving his other hand through his fingers, he explained, "If we hit a submerged object, the bags in the bow seal would give way like this. This allows the seal to be flexible, yet let as little air as possible escape from between the hulls."

Another sip of coffee and he went on. "All of the propulsion comes from the four TF 35 gas turbine engines. These engines drive two large waterjets that pull in water and push it out at a higher velocity in the stern. These outlets are directional and give us our steering, much like some of the newer pleasure and ski boats. The turbines also drive three large fans, which pump air under the hull and into the seal bags to provide the lift needed. That air is held under the hull by the seals I showed you before, the 'bubble' as we call it."

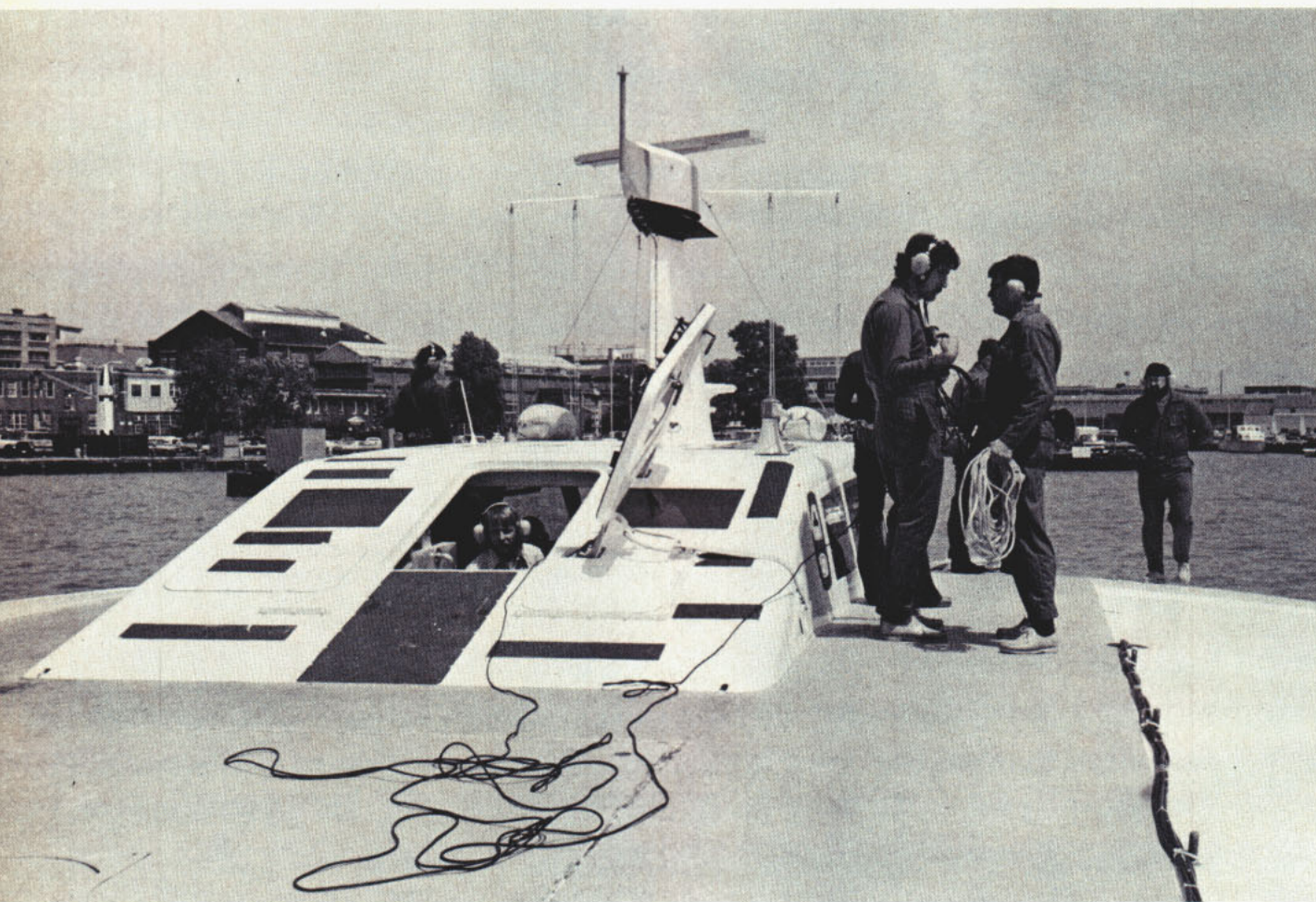
After a quick tour of the deck, I went below into the cockpit to my assigned seat. Immediately, visions



“... a hybrid of aircraft
and marine technology.”

With all four started, we slowly backed away from the dock and turned within our own length to face the Patuxent River. Checklists complete, LCDR Carlson found the time to brief me on the run to the Washington Navy Yard.

“On every ride or mission we gather data on the



of Flash Gordon, Buck Rogers and Star Trek were brought to mind. Panels of gauges and dials wrapped around the seating area. Large brown leather seats, arranged in pairs, lined both sides of the cockpit. Sitting in, I fastened the safety straps and donned the headset.

Voices of the crewmembers crackled to life as they started their checklists. LCDR Carlson began explaining various functions of the crew but he was interrupted to start his checklist.

They seemed to check and double-check each part of the ship from the windshield wipers to the gas turbine engines. Soon, the ship's engineer asked for and received permission to start the first of the four turbine engines.

The engineer's voice in the headset took me away from the flashing digital displays of the computer panel.

“Starter engaged.”

“Starter engaged,” echoed Carlson.

The whine of the starter was heard without the aid of the headset, only to be lost in the roar of the engine.

Above: Navy and civilian crewmembers aboard the SES prepare to tie up at the Washington Navy Yard. Facing page top: Crewmembers, strapped into their seats, look through the tinted windows for the Washington skyline. Right: DS3 June Rogers constantly monitors performance of the ship's myriad systems. Far right: Ship's Engineer LTJG Matt King intently follows indicator needles of four sets of gauges, keeping a close watch on engine functions.

performance of the ship and her systems. This information is gathered from 256 different areas and is fed into the onboard computer for immediate analyses.

“Meet DS3 June Rogers,” said LCDR Carlson. “June is our only female crewmember and one of the best data systems operators in the Navy.” Our introduction was cut short when a voice in the headset said that we were approaching “hump speed.”

Carlson came back on to explain. “The ‘hump’ is when the ship starts to rise and level out, much like planing on a conventional boat. When we reach hump



speed, we're pretty much ready to speed things up a little."

With that, the roar of the engine increased. The digital knot indicator flashed the increasing speed as

"...approaching hump speed."

the pressure on my back grew. A startled boater was left behind in the mist as we reached cruising speed on the river—32 knots!

The ride smoothed out with the speed and we soon turned into Chesapeake Bay. With the waves up to

five feet, the ride was like a sportscar on a bumpy road.

Rounding Point Lookout, LCDR Carlson explained the turning procedure. "On both sides of the hull we have a retractable skeg. Lowering the port skeg when making a turn to starboard forces the ship to starboard and aids steering. There is only about six inches of the two hulls in the water now. At these speeds, the ship would slide across the water while turning if the skeg weren't deployed."

The whine of the four engines increased to a higher pitch as the throttles were advanced. Great rooster tails rose from the stern water jets. A look at the knot indicator told the tale the best. Forty, 43, 47, 52 knots in three-foot seas! (→)

In minutes we were at the mouth of the Potomac River. Throttling back, the crew brought the speed down to 29 knots. Although we were still clipping along, it seemed a crawl compared to the bay transit.

One of the crewmembers offered a can of soda from the cooler below decks. I took him up on the offer and went along. With the soda came a mini-tour of the below deck spaces.

"This bank of computers is the heart of our data acquisition system. All information gathered is put on tapes and graphs for further analyses later by the program directors. It also feeds the information to the display where June Rogers works. By punching in the information areas she wants, the computer will tell her everything from engine oil pressure to sea states."

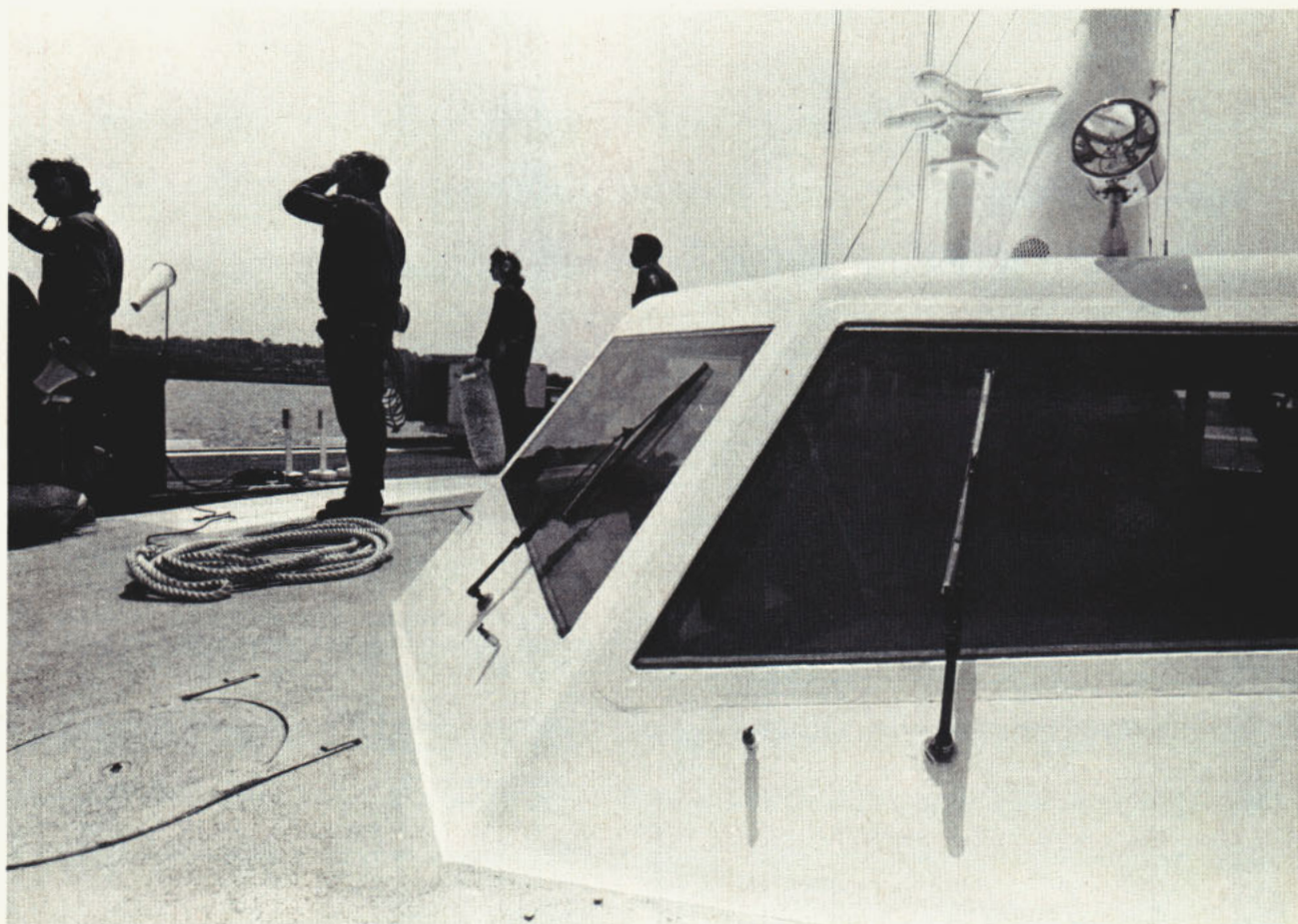
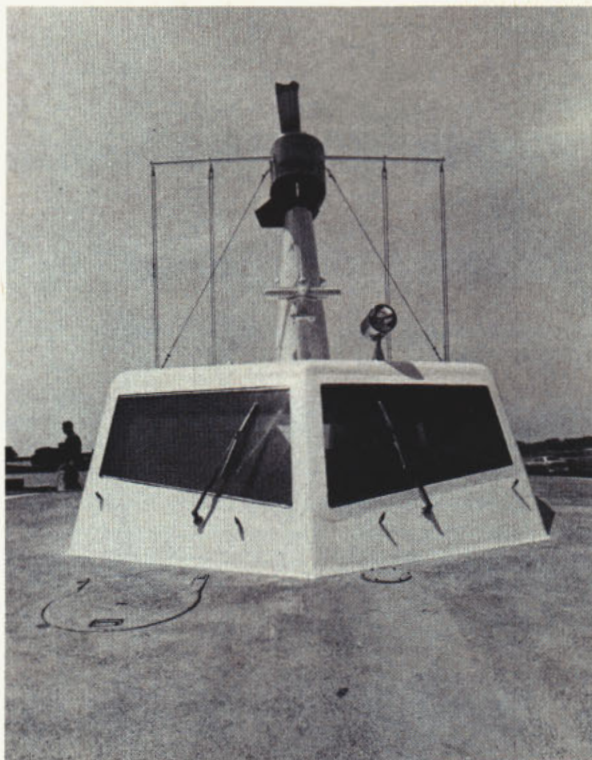
Suddenly we were pulled against the opposite bulkhead. The quick stop came as a complete surprise. After unscrambling ourselves, we made our way back to the cockpit to see what the problem was.

Jumping into my seat, I fastened the safety straps and grabbed the headset. From the crew's conversation I was reassured that it was just a stop to check the buoys in the river against the chart.

With our bearings restored, we continued up the river again, passing hump speed into a comfortable 29 knots.

Mount Vernon soon appeared to port and again we slowed. Navigational restrictions held us to 10 knots—excruciatingly slow.

Leaving Mount Vernon behind, we picked up speed



"Boats and buoys bobbed in our wake."

for the final leg of the trip. The Woodrow Wilson Bridge loomed up, with Washington's skyline dead ahead. Cars and trucks on the bridge seemed to slow at the sight of this strange craft coming up the river.

As we approached the channel under the bridge, boats of all shapes, sizes and types came to look, bobbing in our wake.

Radioing ahead, LCDR Carlson queried the Washington Navy Yard about our berth assignment and the linehandlers' detail. The crew piloted the craft past Anacostia, into the waters of the Navy Yard.

Advance crewmembers waited on the pier among the groups of the curious. Squatting in the water, the unique craft slowed for the approach. Humid air from the opened hatch rolled into the cockpit, as linehandlers and men with fenders swarmed on deck.

As I followed, reflection from the white deck nearly

blinded me. Muddy water boiled out from the thrusters as we moved closer to the pier. Fenders went over the side to keep from damaging the hull.

One by one the turbine engines lost their lives as the lines were first singled, then doubled up.

The ride of a lifetime was over except for gathering my things and waiting for the small brow.

LCDR Carlson emerged from the cockpit, squinting from the sun. Out on deck, he strode over to say his goodbyes.

"Well, Mitch, that's about it," he apologized. "Sorry we couldn't have gone faster for you." Like me, he hated to see the ride end, even though he had experienced it many times before.

I requested and received permission to depart the ship. Walking down the pier, I stopped, turned back and looked at the activity around the unique craft. In his haste, a man bumped into me, trying to see what was going on. "Excuse me—you know what kind of boat that is?" he asked. I said, "It's the Surface Effect Ship 100A."

I should also have told him it was part of the Navy of the future.

SES launches missile

One of the Navy's two Surface Effect Ships, SES-100B, streaked across the Gulf of Mexico at 60 knots one recent morning. Suddenly, in an explosion of fire and smoke, an SM-1 guided missile rose vertically from her stern, pitched over and in less than 20 seconds hit its target, a surplus yard salvage derrick (YSD) anchored five miles downrange.

The successful firing marked a major milestone for the U. S. Navy, said Captain Carl J. Boyd, program manager of the Navy Surface Effect Ships Project Office. It was the first firing of a weapon from a high-speed advanced marine vehicle, and the first vertical launch of a fleet missile from any Navy vessel.

On test morning, Lieutenant Tom Breitingner, ship commander, and his crew took the 100-ton SES west from her home port of Panama City, Fla., to Eglin Air Force Base's Armament Development and Test Center range in the Gulf of Mexico. The YSD target had already been anchored in place nine miles off the coast, south of Fort Walton Beach.

After assuring that all range safety requirements had been met, LT Breitingner put the ship on a westward course toward the target and, when the predetermined launch point was reached, pushed the button. The unarmed, 16.5-foot-long SM-1 rocket shot straight up from its canister mounted aft of the ship's deckhouse, turned downrange and blazed to a direct hit.

This successful missile launch was one of many significant accomplishments for SES-100B. In addition to contributing valuable technical data toward building the next generation of high-speed surface effect ships, 100B has achieved a world speed record of 82.3 knots (almost 95 mph) and has operated in sea state three at sustained speeds of more than 50 knots. (Bell Aerospace Textron Photo.)





TASK FORCE 61

Amphib Ships Evacuate 560 From Beirut



The U. S. Sixth Fleet's Task Force 61 accomplished two related operations without a hitch. As a result, 560 people were safely evacuated from war-torn Lebanon in June and again in July by U. S. Navy landing craft from Beirut's Bain Militaire resort beach.

The Chief of Naval Operations, Admiral James L. Holloway III, said, "The flexibility and versatility of the naval task force has been demonstrated . . . in a most professional manner. Those of us in Washington are proud of your superb performance."

Both operations had their tense moments as the unarmed landing craft put in at the beach, ringed both times by armed units of the main guerrilla group controlling that part of the city. To complicate matters, a heavy swell just off the beach made maneuvering of the landing craft a tricky task.

The last evacuation on July 27 was carried out by the 30-man LCU 1643 from USS *Portland* (LSD 37). The craft picked up 300 persons, including 160 Ameri-



Facing page, top: Crewmembers of USS Spiegel Grove man their battle stations during first evacuation in June. Left: Evacuees rest and grab a bite on Spiegel Grove's mess decks. Above: Arrival aboard Spiegel Grove.



Top: USS Portland's landing craft leaves the beach. Above and right: Landing craft arrives at Coronado; evacuees aboard amphib ship. Facing page, top: Landing craft in Coronado's well deck. Bottom: Evacuees leave landing craft aboard Coronado.

cans, and ferried them to USS *Coronado* (LPD 11) lying a few miles out at sea. Among the evacuees were 20 embassy officials, including the American ambassador. Remaining at the embassy are 15 Americans, 12 of them Marine guard personnel.

In the June 20 evacuation headed by USS *Spiegel Grove* (LSD 32) a total of 263 persons, 116 of them Americans, were quietly and efficiently evacuated by the 15-man crew of the landing craft 1654. It took just an hour and 20 minutes to load the passengers and head out to the three-mile limit where *Spiegel Grove* waited.

In both evacuations, the Sixth Fleet flagship USS *Little Rock* (CG 4), and units of Task-Force 61 lay just over the horizon. They stood by, just in case, with 1800



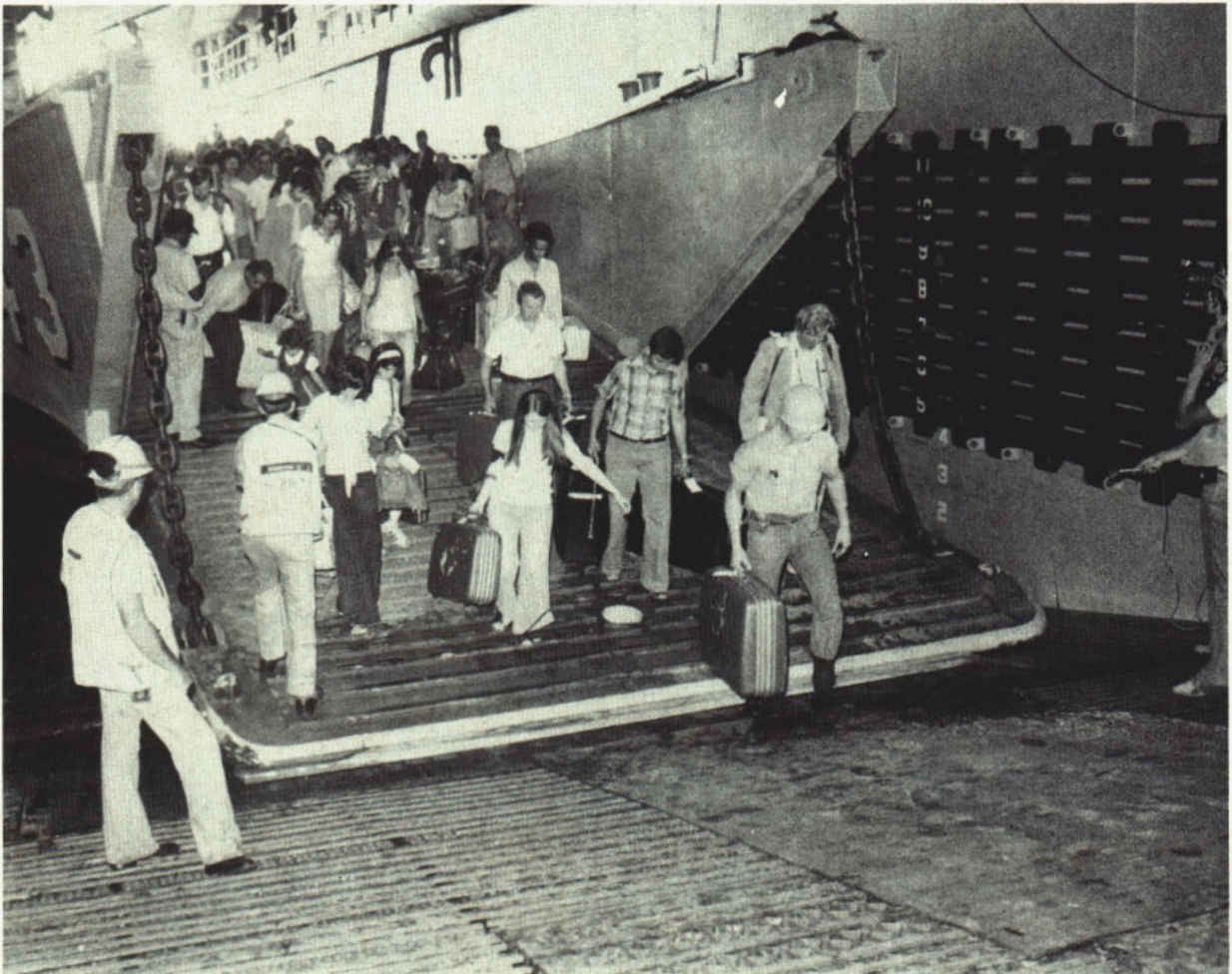


battle-ready Marines, artillery, tanks and helicopters. In the latest evacuation, the carrier *America* was also on station with her air group.

The June and July evacuations were the sixth and seventh evacuations of Americans from Beirut in the last century. The *Spiegel Grove* operation went so smoothly that a two-and-a-half year old boy, unimpressed by the presence of American naval might and shadowing Soviet ships, slept through it all, including the bump of the landing craft as it entered *Spiegel Grove's* well deck.

In both events, once the evacuees were safely aboard ship, the task force made the 40-hour run to Athens. There the refugees boarded planes for destinations of their choice.

About 1000 Americans remain in Lebanon, mostly professors at the American University or doctors at that university's hospital. There were about 7000 Americans in Lebanon at the start of the civil strife in April 1975.



Brown Shoe Obit

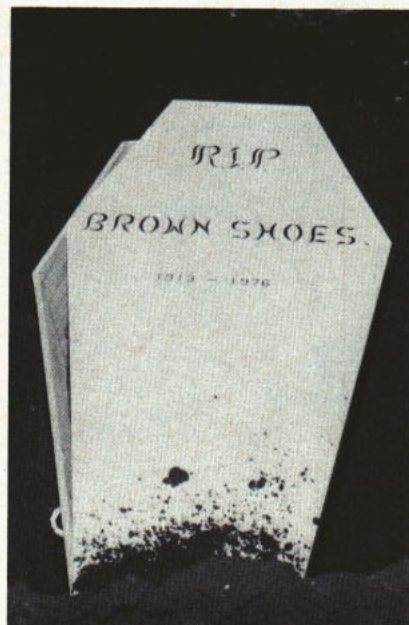


At COMNAVAIRLANT, they dug a final resting place for the brown shoe.



Elsewhere they eulogized a pair of well-worn friends.

COMFAIRWESTPAC came up with a brown shoes coffin.



You've left us for that land of zoot suits, pantaloons and coonskin caps. Goodbye, old friend, we're going to miss you.

You're gone, old friend, but not forgotten. Around the world, on shore and at sea, people who walked all over you during your lifetime, paused to pay tribute.

Take it easy, old friend. With a soul like yours, you're destined to go far. You buckled up our spirits when we were depressed and laced us with wit when we wanted to kick it all out.

We admired your spirit, old friend. No matter how often we stepped on you, you always managed to come back with the tongue lashing we deserved.

We mourn your passing, old friend. On July 1, half the shoe polish in our seabags became useless, half our socks became dustcloths and half our hearts grew black.

But we remember you, old friend. Because you kept us on our feet when the going got rough, simultaneous services in your memory were held and spontaneous periods of mourning were declared.

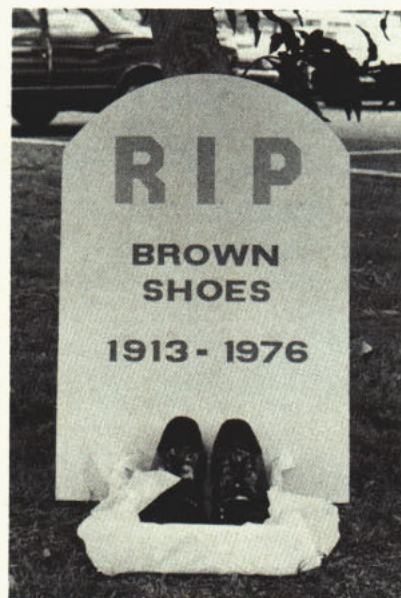
Rest in peace, brown shoe. By the way—say hello to saddle shoes for us—will ya?

Not to be outdone, the skippers of CVW-3, USS Saratoga (CV 60) and Task Force 60 dropped their brown shoes into a homemade plane prior to launch.

Aboard USS Roosevelt (CV 42), they gave a pair of brown shoes one last catapult launch (along with the equally dead enlisted white hat.)



Goodbye, old friend, we're going to miss you.





letters to the editor

Want to pass something of interest along to the rest of the fleet, or perhaps just give us a few of your thoughts? Here's the place to do it. This section of ALL HANDS is open for unofficial letters from you on almost any naval subject. We can't promise to publish every letter we receive, but each will be answered. Write: Editor, ALL HANDS, Navy Internal Relations Activity, Office of the Chief of Information, Washington, D.C. 20350. Sign your full name and give complete address. Please don't send postage or return envelopes.

Shooting the Stars

SIR: In your April 1976 article on Shooting the Stars there is one small error. Information on navigational hazards, new sounding data, the addition or removal of buoys and other chart changes based on observation are to be forwarded to the Defense Mapping

Agency Hydrographic Center, not the U. S. Naval Oceanographic Office.

The change occurred over two years ago when the hydrographic and charting functions of the oceanographic office were assigned to the Department of Defense's Defense Mapping Agency.

—DMA

Nimbus Star

SIR: Your cover story on Nimbus Star reminds me how frustrating it is to have been a member of the forgotten thousands who took part in Operation End Sweep in North Vietnam in 1973 and got nothing for it.

By the way, MOMCOM is in Charleston, not Charlestown.—LT R. M. C.

• *Thank you for your comments and for the correct spelling of Charleston.*—ED.

SIR: In my article on the Suez Canal in February's ALL HANDS, there was a misprint on page 7. That World War II vintage German mine actually weighed 2000 pounds, not 200. It was about six feet long and approximately 2.5 feet in diameter. And it definitely looked mean.—LT D. L. D.

• *Thank you for calling our attention to the mine's weight. On checking the source material, we found 2000 pounds just as you said.*—ED.

SIR: With reference to your article in the February issue about the commissioning and following operations of HSL-36 on pages 50-51.

The article is of good quality but there is one minor flaw, namely in the lower right-hand photo. During flight quarters all air department personnel should wear protective clothing. Why are the L.S.E.'s goggles sitting on top of his helmet instead of over his eyes? This is an obvious safety violation.—ABH3 J. M.

• *We appreciate your taking the time and trouble to point out the overlooked safety violation in the photo.*—ED.

Receives Two Checks

SIR: I am receiving military retired pay and also Civil Service retirement pay. I retired from the Civil Service on a dis-

ability and did not combine so that I am receiving two separate checks. I am now contemplating applying for VA compensation since my disability is service connected.

Will I receive the VA compensation and the balance of my military retired pay, my Civil Service disability check and Social Security check at age 62 without offset?—ADCS G. H. L. USN (Ret)

• *Your Navy retired pay will be reduced by the amount of disability compensation which you will be entitled to receive from the Veterans Administration. Your Civil Service disability retired pay and Social Security benefits will not be affected. In other words, you will be entitled to receive the full amount of your Civil Service disability retired pay and Social Security benefits in addition to your Navy and VA checks.*—Ed.

Consecutive Tours

SIR: I'm a woman AC just completing a tour in Guantanamo Bay, Cuba. My detailer has given me another overseas tour. By the time I complete another tour overseas, I will have reached my EAOS. I've only had one shore duty and that was Memphis. How does this boost the morale of personnel to reenlist?

ACAN V. G.

• *Enlisted women were placed on the same sea/shore rotation policy as enlisted men. An overseas tour is considered as sea duty. The ACAN sea/shore rotation, at the present time, is 36/36. Since an unaccompanied tour of duty at Guantanamo Bay, Cuba, is only 12 months, you are eligible for another overseas duty assignment in order for you to complete your sea tour.*—Ed.

Who Is Senior?

SIR: One subject that has caused some heated dispute around my office is about the senior rating in the Navy. Everyone says it's boatswain's mate, but I believe at one time the signalman/quartermaster rating was the most senior and boats was second.

What's the true story?—SM2 J. C. Q.

• *According to BuPers Manual—1948, the rating of boatswain's mate had seniority for assumption of military authority of general service rates and ratings. However, enlisted person-*

nel took precedence among themselves in nonmilitary matters according to date of advancement to the pay grade held.

According to the Bureau of Navigation Manual—1925, precedence of the Seaman Branch was: BM, GM, turret captain, TM, QM, SM and fire controlman.

Navy Regs of 1876 indicate that petty officers of the line with order of their succession to command shall be as follows: BM, GM, signal quartermaster, cockswain to the commander in chief, captain of forecabin, quartermaster, quarter gunner, cockswain, captain of maintop, captain of foretop, captain of mizzen, and captain of the afterguard.

Additionally, the 1876 Regs indicate that the master-at-arms would be the chief petty officer in the vessel in which he served.—ED.

Right On!

SIR: I had the pleasure recently of visiting the United States Naval Academy to observe the final dress parade of the year. Over 2500 young men participated, representing all the states and a number of territories and foreign countries. Men of every description mixed freely and confidently—confident because they all have a goal in life.

The day itself added to the general feeling of direction, purpose and dedication. The sun was warm and there was just enough breeze to whip the flags as they were paraded in review.

Each young man stood firmly at attention during the playing of our national anthem. My faith in the youth of today was renewed. It is men like these, not only at the Naval Academy, but also throughout the country, who have made our nation strong.

Well done, America. You have much to be proud of in the "younger generation."—Mrs. Roberta Tarbuck

● We agree. ED.

Minority Enlistment

SIR: I enlisted in 1963 under the old "minority enlistment." I was told at that time that my three years and about eight days of service would "count" as four years. When I reenlisted for six, three months before EAOS, I thought I had passed up any constructive time. I was told about a year ago that this was not

so. I have since heard conflicting comments on this and would like an answer. What's the straight word with regard to minority enlistment and constructive time?—CTA2 T. J. L.

● Your three years and eight days of service during your minority enlistment count as four full years of service. Enlisting for six years, three months before EAOS did not negate your constructive time.

On 12 May 1969, minority enlistments were discontinued, and 17-year-olds volunteered to enlist for terms of four, five, or six years. Accordingly, a member's enlistment does not expire the day before his 21st birthday and, in order to receive constructive time, a member must serve the enlistment up to within three months of the expiration date.

It should be noted that if the member reenlisted earlier than three months before expiration of enlistment, he will receive day-for-day service credit for that enlistment.—ED.

Wearing Insignia

SIR: I qualified in submarines while serving aboard USS Tusk (SS 426). Since then, as a Reservist, I have changed my rate from EM to AE. I then qualified as an aircrewman.

I would like to know if I am entitled to wear both the dolphins and aircrewman's wings and, if so, how should they be worn.

AEC K. C. B.

● According to the 1975 Navy Uniform Regulations, both the submarine and aircrewman insignia may be worn on the Navy uniform when ribbons or medals are worn. One insignia (the insignia of the specialty in which currently serving) shall be centered immediately above the ribbons or medals and the other immediately below the ribbons or medals.—ED.

Photo Credit

SIR: Three of my photos appeared in the Navy Sports feature on pages 30 and 31 in the April 1976 issue of ALL HANDS, yet I received no photo credit. Why not?—PH3 D. Fraker

● During the last-minute rush to meet deadline we inadvertently omitted the credit line for your excellent action shots of the North Island Decathlon. We regret the oversight.—ED.

Ship Reunions

News of reunions of ships and organizations is carried in this column from time to time. In planning a reunion, best results are obtained by notifying the Editor, ALL HANDS Magazine, Navy Internal Relations Activity, Department of the Navy, Room 1044, Crystal Plaza No. 6, Jefferson Davis Highway, Washington, D.C. 20360, four months in advance.

USS Intrepid (CV 11)—A reunion is set for 9-10 Oct in Philadelphia, Pa. Contact JOC Bill Liedtke, Public Affairs Office, Hdqtrs., Fourth Naval District, Philadelphia, Pa. 19112.

USS Saratoga (CV 3)—Twenty-fifth annual reunion will be held at Anaheim, Calif., Oct 1-2, 1976. All former Navy and Marine Corps crewmembers may contact P. R. Tonelli, 6382 Cantiles Ave., Cypress, Calif. 90630.

USS New Mexico (BB 40)—The 19th annual reunion will be held at 6400 Pacific Coast Hwy, Long Beach, Calif. Oct 8-9, 1976. Contact James Oewsein, 1691 Euclid Ave., Camarillo, Calif. 93010.

USS Barnes (CVE 20)—Reunion to be held in November 1976. For further information contact Ray Mullins, 21 Auricchio Ave., Emerson, N. J. 07630.

● USS Stevens (DD 479) (Fletcher type 1943)—Looking for former crewmembers. Contact (East Coast) M. J. Lydon, 254 Hazelwood Ave., Pittsburgh, Pa., 15207, telephone 412-521-7956; or (West Coast) Swede Nelson, 3108 Vichy Ave., Napa, Calif. 94558, telephone 707-226-6228.

● USS Savannah (CL 42)—7th annual reunion. 10-12 Sep 1976 at Racine, Wisc. Contact Otto J. Jindracek, 63 Thayer Dr., New Shrewsbury, N.J. 07724.

● 30th USNCB—31st reunion. 15-17 Oct 1976 at Ocean City, Md. Contact Patrick J. Burke, Jr., 14368 Saguaro Pl., Centreville, Va. 22020.

● USS Guest (DD 472)—15-17 Oct 1976 reunion at New Smyrna Beach, Fla., Contact Anton J. Kreck, 1709 Edgewater Dr., Edgewater, Fla. 32032.

TAFFRAIL TALK

Authorized Souvenir Hunting

A gunner's mate aboard a Coast Guard cutter homeported at Little Creek Naval Amphibious Base, Norfolk, Va., discovered recently that some gun parts are just darn hard to come by these days.

USCGC *Cherokee* (WMEC 165), commissioned as a Navy ship in 1940, was in need of a trigger for her 3-inch/50-caliber gun.

When Gunner's Mate 2nd Class Charles Parker, operator of the gun, was tasked with replacing the worn-out trigger, he encountered a stumbling block. The trigger he needed was a 1944 model made of solid brass and simply not available.

GM2 Parker's luck was not all bad though, reports Karen Parkinson of Little Creek's public affairs office. As he happened by the Amphibious Museum which is operated by and located on the Little Creek Naval Amphibious Base, he noticed some guns, part of the museum's outside static display. Two of them had triggers of the sort *Cherokee* needed. Parker immediately proceeded through the proper channels for permission to carry out his plan. Eventually, he was authorized to remove the triggers from the museum guns for use on the guns of *Cherokee*. Parker showed up with screwdriver and hammer in hand and within an hour had both triggers off, one in fair condition and the other in perfect shape.

Upon removing the triggers from the museum guns, GM2 Parker could not help eyeing the place where the bushing (the gadget which holds the firing pin in place) ought to be, considering the museum guns as a source of supply for the future if need be. Seems someone else must have had the same idea—the bushing was gone.



Foster's Proud Plankowner

Operations Specialist 3rd Class Michael King is living proof that it's a small world after all. He's a plankowner of the *Spruance*-class destroyer USS *Paul F. Foster* (DD 964). Seems, before he enlisted in the Navy, he helped build *Foster* and probably nailed down his own plank. He was an employee of the carpentry shop in the civilian shipyard where *Foster* was being built.

King has been in the Navy for the past 18 months and—wouldn't you know it—he drew *Foster* when he recently completed "A" school at the top of his class. Because of his placement—the top five graduates get to choose their duty assignments—King picked *Foster*, fresh out of the shipyard at Pascagoula, Miss.

"I'm proud of the ship," said King. "I was proud of her when I was employed at the shipyard. Because of the work I did on her myself I can appreciate the efforts of all shipyard employees."

King is proud enough of USS *Paul F. Foster* to go to sea in her—now that's pride.

The All Hands Staff

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AT RIGHT: This rendering of the frigate USS *Constitution* as she might have appeared in her heyday is the work of ex-Navyman John Roach. Much of his work is now part of the Navy's Combat Art Collection. For more of John Roach's work, be on the lookout for a forthcoming issue of ALL HANDS.



A GLORIOUS FOURTH

